

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,236 號陸十叁百貳千叁萬壹第 日陸十初月柒年六十二緒光 HONGKONG, FRIDAY, AUGUST 10th, 1900. 伍拜禮 號拾月捌年百九千壹英港香 PRICE \$2½ PER MONTH

Now Advertisements will be found on page 4.

IN HOT CLIMATES
DRINK
RAINIER BEER.
IT BENEFITS THE STOMACH,
KIDNEYS AND LIVER.
SOLE IMPORTERS—
A. S. WATSON & CO.,
LIMITED.
ESTABLISHED 1841. [a1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1813.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Super Quality and of
CUTLER, PALMER & Co.'s Selection.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.
This World-renowned
Fine Old Highland Whiskies are shipped
by CUTLER, PALMER & Co., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 28th July, 1897. [a3]

VICTORIA
CYCLE
EMPORIUM.
THE pleasure of cycling, consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.
MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [2461a]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SATURDAY.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAY.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 88 & 90, Queen's Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 1st May 1899. [a1033]

HOTELS.
VICTORIA HOTEL.
SHAMEN—CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords a splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished, and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent CUISINE and best Wines.
The Hotel's Boat boards all Steamers on
their arrival and departure.
Telegraph address "Victoria, Canton."
A. B. C. and A. Codes used.
MADAB & FARMER, T. F. DA CRUZ,
Proprietors. Manager.
Hongkong, 16th November 1899. [149]

HOTEL DE LA PAIX.
BOULEVARD CHARRIER AND RUE
D'ORMY, SAIGON.

THE Undermentioned respectfully beg to in-
form the Public that they will take over
the above ESTABLISHMENT from the 1st
August next.
They recommend their excellent Anglo-
French cuisine. Drinks of the best quality only
are served. Hongkong and Singapore papers.
Three minutes walk from the flagstaff.
RICHARDSON & CO.,
Proprietors.
Hongkong, 11th June 1900. [1954]

FRENCH ISIGNY BUTTER.
FRESH SUPPLY JUST RECEIVED
IN PRIME CONDITION.
PRICE PER 1 LB. TIN ... \$0.80
" " 2 " " " " " " " \$1.55

LANE, CRAWFORD & CO.
PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPEES TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT.
\$22.50 PER DOZ. \$20 PER DOZ.
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal.

DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$16.75 PER DOZ.
A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$10.75 PER DOZ.
Very soft, palatable, and mature.
VERY ODDY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG.

SUMMER DRINKS.
WATKINS' FRUIT SYRUP
WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
REFRESHING BEVERAGE.
RASPBERRY. BANANA.
BLACKBERRY. STRAWBERRY.
LEMON. LEMON SQUASH.
PEACH. ORANGE.
PINEAPPLE. CHERRY, &c. &c.
MANUFACTURED ONLY BY
WATKINS, LIMITED,
CHEMISTS AND AERATED WATER MANUFACTURERS,
66, QUEEN'S ROAD CENTRAL, HONGKONG.

BISMARCK & CO.,
27 & 29A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN
and FRENCH NAVY in Hongkong. RUSSIAN NAVY. CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]

CANADIAN CLUB
WHISKY.
HIRAM WALKER & SONS, LIMITED.

RYE WHISKY in the Far East.
The most popular
SOLE AGENTS—
CALDBECK, MACGREGOR & Co.,
15, Queen's Road. [34a]

COTTAM & CO.
HONGKONG HOTEL
OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS and SHOES, &c. &c. [35a]

THE VICTORIA DISPENSARY,
HONGKONG.
AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

ROBINSON PIANO CO., LD.
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.
AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.
ROBINSON PIANO CO., LD.

BLATZ.
THE STAR MILWAUKEE BEER.
PER CASK OF 10 DOZ. PINTS ... \$25.00
SOLE AGENTS—
H. PRICE & CO.
12, QUEEN'S ROAD.

HATCH MANSFIELD
(HATCH MANSFIELD & CO., LTD.)
VINTAGE WINE MERCHANTS.
1, COCKSPUR STREET, LONDON, S.W.
DIRECTORS:
E. F. G. HATCH, Esq., M.P., Chairman.
EARL OF DENBIGH. HON. A. GROSVENOR
LORD LIONEL CECIL. HON. JAMES MANSFIELD.
HON. SIDNEY GREVILLE. HON. FITZROY STEWART
C. J. FORBES, Esq.

VITAL POINTS FOR WINE BUYERS.
IN WHAT YEAR WAS THE WINE GROWN?
WHERE WAS IT GROWN?
HOW WAS IT GUARANTEED?
The Hatch Mansfield Price List contains a complete list of Vintages, based on the accepted
verdict of connoisseurs, and clearly distinguishing the good from the Bad or Indifferent Vintages.
The authenticity of every wine and spirit quoted is guaranteed independently by the best known
growers, shippers, and distillers.
PRICE LISTS ON APPLICATION.

LINSTEAD & DAVIS,
AGENTS, HONGKONG.
Hongkong, 9th August, 1900. [2173a]

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS
FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL.
Entrance: ICE HOUSE STREET (New Victoria Hotel)

UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED.)
SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR."
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURICEPALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK
Chief Superintendent ... THOMAS SKINNER
Superintendent ... ARCHIBALD RITCHIE
DODWELL & CO., LIMITED, General Managers.

CHAMPAGNE "MONOPOLE."
HEIDSIECK & CO., REIMS.
FURNISHERS to
THE IMPERIAL and ROYAL COURT at BERLIN.
THE IMPERIAL ROYAL COURT of AUSTRIA.
THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO., Sole Agents.
GREEN ISLAND CEMENT COMPANY AMERICAN PORTABLE WOODEN
HOUSES

PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs. net ex Factory.
\$9.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.
General Managers
Hongkong, 2nd July, 1900. [1696a]

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

INTIMATION.
GOLD MEDAL PARIS 1878 1889.
of Highest Quality
and having Greatest
Durability are there-
fore CHEAPEST!
JOSEPH GILLOTT'S
The Only
Award
Chicago, 1893
NUMBERS FOR USE BY BANKERS
Barrel Pens, 225, 226, 292
Ship Pens, 322, 323, 287, 106,
404, 7, 1000
In Fine, Medium, and Broad
Points
THE NEW TURNED-UP POINT, 1032.
[283]

HOTELS.
HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE. [44]

THE
PEAK HOTEL.
City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP. The PEAK, near the
Train Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A
FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.
A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Ma-
nagement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [46]

"BOA VISTA" HOTEL
MACAO.
THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.
MACAO is distant 40 miles West of Hong-
kong, and the journey is made each day (Sun-
days excepted) by the Magnificent Saloon
Steamer "HEUNGSHAN" in 3 hours, leaving
Hongkong at 2 p.m., and Macao at 8 a.m.
Connection made by Company's Steamer to
and from Canton.
Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply
J. H. CHESNEY,
Manager.
Telegraphic Address: "Boavista." [1034]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address: "Hingkee" [191]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

Established A.D. 1841.

CLARETS.

St. ESTERRE, Red Capsule	8.96	87.56
St. JULIEN, Red Capsule	9.00	9.60
LA ROSE, Red Capsule	12.96	13.92
CHATEAU HAUT BRION LAR-		
RIVET	18.60	19.20
CHATEAU MOUTON D'ARMAIL-		
HACQ	21.00	22.20
CHATEAU PONTET CANET	25.00	—
CHATEAU LA TOUR CARNET	30.00	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address PRESS—A.B.C. Code.

P.O. Box 33. Telephone No. 12.

The Daily Press.

Hongkong, August 10th, 1900

There seems little doubt that in Continental circles persistent efforts are being made to induce Great Britain to come to some arrangement to reduce the rate of building of vessels for the navy; and some people have gone so far as to assert that the check in the building programme last year had a mysterious connection with certain influences known to have been brought to bear on the Prime Minister. Without going this length it is noteworthy that certain of the allegations made with reference to this partial delay are contested by men who have every means of forming a just conclusion. The Admiralty, for instance, gave out that there had been delay in the matter of armour-plating, and the natural inference would be that we were likely to be hampered from this cause in future. Against this unsupported statement of the First Lord there is, fortunately, the fact that the three principal steel-making firms in Sheffield have been recently enormously extending their works, and the Chairman of one, at least, has openly stated that his firm is fully able to meet any possible strain that may be imposed on it. The great firm of ARMSTRONG, WHITWORTH and Co. says that it is at the moment in a position to undertake the building of three full-sized battle-ships and three first-class cruisers, while the almost equally famous firm of HUNTER, NEAVE and Co. are prepared to build the machinery. Nor has the nation at large evinced any disposition to withhold supplies on, even a more lavish scale than at

present; so that there must be some other reason sought for the apparent delay than has as yet appeared on the surface. When last year at the Peace Congress, held at the initiative of the Tsar of Russia, a proposition was made that the great military Powers should combine in some scheme of general disarmament, none opposed the idea more strongly than Russia herself, and there was no reason to distrust her good-faith in the affair. Since that, as if in confirmation of the view of the Russian Government, there has not only been a war in Africa which might have become serious had Great Britain not been prepared to meet it effectively, but here in China a position hitherto unprecedented in the history of the world has arisen, with the curious and unexpected result that those very military preparations which each Power only last year was condemning in her neighbour have now been utilised in the common interest of all. Of all the Powers no one has, however, more rapidly come to the front than Great Britain, and this in the face of the fact that she was by no means the most favourably situated as far as distance was concerned, but mainly from the circumstance that her large and widely distributed navy enabled her to strike at the earliest moment. Even in the general interest of civilisation, it has, undoubtedly, been an advantage that a Power having no ulterior desires of aggrandisement at the expense of China should have been able to give a direction to the current of events which all, when their own private aims are eliminated, must acknowledge was for the common good. In the affair of the war with the late republics in South Africa the naval power of Great Britain was no less of utility to the world at large, inasmuch as it prevented a flame which might very well have eventuated in a general conflagration from gaining undue headway. In fact up to a certain extent these large preparations are a sort of insurance of peace, as they render too dangerous to the peace of the world the first breach of decorum on the part of an unthinking nation, which might otherwise involve in a useless contest the rest of the world. At all periods the possession of a powerful fleet by England has acted thus in a manner as a peace insurance. For merely offensive purposes a fleet is of comparatively little account, unless perchance it should come to be supplemented by an overwhelming army. Fortunately for the peace of the world no country as yet has held the predominance both by sea and land, and it is notorious that England in these modern times is no exception to the rule. The rule is perhaps too deep-seated for its fundamental reason to be at once evident on the surface, but whatever it is, it certainly is displayed in the natural inability to conduct an extensive military campaign without involving herself in some grievous misadventure. Englishmen individually have ever fought bravely, English commanders have not lacked skill or ability; the campaigns of MARLBOROUGH and WELLINGTON have left an indelible mark in military science; and yet, as a nation England has never sought military laurels. Long before their settlement in Britain as the land of their adoption, Englishmen more than held their own on the waves, and the instinct has not yet left their sons. Fortunately for the race and the world it is an instinct that has ever tended for peace, and its conquests have ever been over oppression and aggression. This it is that points to the present efforts being made to check the natural growth of the Navy as fraught with danger to the general peace of the world. The natural expansion of the Navy cannot be retarded without damage to the service, any more than can the natural growth of a tree be interfered with without serious injury to its vitality; and as the possession of a strong navy by England is at the present time more than ever necessary for the wholesome expansion of her dependencies, so the period is above all others one when a statesman should refuse to listen to insidious counsels, tendered by those whose main motive is irritation at the check that the possession by England of a powerful Navy places on their own hankings after conquest.

In the 24 hours preceding noon yesterday there were reported two fresh cases of plague and three deaths.

A fine of \$100 was imposed upon Li Sing Hop, a trader, for being in unlawful possession of arms. He was caught coming off the Canton boat with two swords in his possession. For being in possession of four revolvers and two swords in excess of the numbers allowed him, Chan Li, master of the steam launch Kong Sui, was fined \$25.

Mr. T. K. Doaly, assistant at Queen's College, appeared at the Magistracy yesterday to give evidence against his boy, whom he charged with leaving without notice and disobedience. On Wednesday night the boy refused to do anything and said he would go home, which he accordingly did. The boy said the complainant kicked him and wanted him to do work which he could not do. He was engaged as house-boy and the complainant wanted him to do the cooking as well. The complainant denied this. A fine of \$10, or a month, was imposed.

One hundred and nineteen warships have been ordered to mobilise for the British Naval Manoeuvres.

The Imperial Government will appoint a small commission of experts to investigate locally the question of land grants to soldiers in South Africa.

It is reported from Shanghai that the Comte de Beaure, the French Consul-General, had another long interview with Li Hung-chang on the 3rd inst.

Three more cotton mills in Bombay have been obliged to stop working, as in consequence of the trouble in China there is no demand for their produce.

The Japanese *Nichi Nichi* says that Russia intends to send to Manchuria 5 brigades of infantry, 15 batteries of artillery, 1 railway battalion; and that a part of this force has already been forwarded by the Siberian railway.

It is estimated that the cost of the hospital ships for China will be £7,000, with a monthly recurring charge of £6,000. Up the 21st ult. tents to the value of nearly £22,000 had already been sent to China, also 200 mule carts and 400 sets of mule draught gear.

Mr. George Wyndham, Parliamentary Secretary for War, on the 9th ult. stated in answer to a question, that since 1895 English arms had supplied to China 71 guns of position; 123 field guns, 207 machine guns, and a proportionate quantity of ammunition. German arms, Mr. Wyndham said, had in 1899 supplied 160,000 Mauser rifles and 3,000,000 cartridges to China.

A sailor named Albert Field was, at the Magistracy yesterday, charged with disorderly behaviour in the Star Coffee House, D'Agular street. Mr. C. Olsen, the manager, said that the defendant stayed at the Coffee House occasionally. The previous night he told him there was no bed for him and the defendant replied that he would stop in any case. He then went upstairs. There was a temperance meeting on at the time, and after the meeting he went upstairs to see the boys make the beds for the men. Finding the defendant in bed he told him to get out and lifted the bed up. The defendant then struck him on the chin. The other men in the room separated them. On coming downstairs the defendant struck him again. The man was discharged with a caution.

The old Praya in front of the Hongkong and Shanghai Bank is much frequented in the evenings by Chinese who are learning to ride the bicycle. Lance-Sergeant Noble found a number of them reeling about on Tuesday night. One of them who had no light on his machine tried to get away as soon as he caught sight of the officer, but was caught and yesterday appeared before Mr. Hazeland. He was defended by Mr. Thomson, who argued that the regulation applied to places where there was a good deal of traffic and not to places like where the defendant was, where there was absolutely no danger of anybody being run into. The bicycle had a light, but the light had gone out, and as the lamp was damaged the defendant did not trouble to light it again. His Worship said it was imperative that all bicycles should carry lights. He considered it very dangerous indeed to go without one, and the defendant would be fined \$15 or a month.

The Board of Trade have received information through the Foreign Office to the effect that orders will shortly be issued by the United States Military Governor in the Philippine Islands, amending Article 13 of the New Customs Regulations for the Islands, by which it is provided that goods not duly entered for payment of duty within ninety days after importation shall be sold by auction at the expiration of a notice of five days, and that ten days only are allowed within which the proceeds of the sale may be claimed by the importer. Under the amended regulation notice of the sale will be posted for ninety instead of for five days, and ninety days instead of ten will be granted as the period within which the proceeds may be claimed. Further, in addition to the posted notice provision will be made for advertisement in newspapers, in cases where the value of the property to be sold exceeds 500 pesos. These amendments will not apply to perishable goods.

Thomas Wilson, an A. B. on the *Jehunga*, got himself into trouble by using his tongue too freely in the Central Police Station on Wednesday night. He had accompanied a marine who was charged with being drunk and disorderly. As soon as Sergeant MacSwyde, who was on duty in the charge room, had disposed of the marine's case Constable Young preferred a charge against Wilson of obstructing him in the execution of his duty. After making full enquiry the Sergeant decided that the case was not strong enough. He accordingly took the man's name and address and put them in the refused charge book and cautioned him against interfering with the police in the execution of their duty. He then told him he could go. On reaching the charge room door the man began to abuse Constable Young, calling out in a loud tone of voice, "Never let me catch you in London or your name is mud." The Sergeant then had him brought back and entered a charge of disorderly conduct against him. A fine of \$3, or 10 days, was imposed.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

London, 8th August, 8.45 p.m.

MESSAGE FROM SIR CLAUDE MACDONALD ON THE 3RD.

A cypher reply has been received from Sir Claude MacDonald, dated from Peking on the 3rd inst., which states that the Legation fortifications have been strengthened.

THE WOMEN AND CHILDREN AT PEKING.

Over 200 women and children are among the refugees in the Legation. Rifle-fire has continued intermittently since the 16th ult.

CONGER SENDS ANOTHER MESSAGE.

Another message has been received from Mr. Conger.

OFFICIAL ACCOUNT OF THE PEITSANG AFFAIR.

Mr. Brodick states that a telegram has been received from Rear-Admiral Bruce, reporting that 12,000 allies drove the Chinese from entrenched positions outside Tientsin, pursued them, and occupied Peitsang.

PEKING RELIEF FORCE STARTS.

The advance on Peking has begun.

PROROGATION OF PARLIAMENT.

Parliament is prorogued.

REUTER'S SERVICE.

London, 7th August.

THE COLONIES AND THE CHINA CRISIS.

Victoria has sent 200 men to China, New South Wales 300, and South Australia the gunboat *Protector*. The expense of these contingents will be shared by the Imperial Government and the Colonies.

THE WAR IN SOUTH AFRICA.

Raiding parties infest the Kromaat district and a fresh unsuccessful attempt has been made to dynamite the railway. Trains have ceased running.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

To-day at 1 p.m. three transports sail for Shanghai—General Creagh, V.C., and staff proceeding on the *Himala*, which returned to Hongkong from Taku on Wednesday, and the *Canning* conveying the 1st Goorkhas, the *Duke of Portland* the 30th Bombay Infantry. The transports also take the Field Hospital, transport mules, and the public and private followers.

H.M. cruiser *Mohawk* sailed on Wednesday for Shanghai.

THE NAVAL BRIGADE FOR PEKING.

The composition of the Naval Brigade which accompanies the Peking Relief Force is a battalion of 300 Royal Marines under Major E. V. Luke, R. M. Six guns on Capt. Percy Scott's mountings will be taken with the force.

WEIHAUWEI.

A correspondent writes on the 5th inst. that the Hospital is very full and that more accommodation is being prepared. The following have died of their wounds in hospital—Ed. Turner, petty officer of H. M. S. *Centurio*; T. Wright, A. B., and A. Thompson, stoker, of the same ship. Sergeant Roper, of H. M. S. *Terrible*, who was shot through the brain, the bullet passing clean through his head, is doing well.

THE U.S. CYPHER MESSAGE FROM PEKING.

Mr. J. Goodnow, U.S. Consul-General at Shanghai, made public on the 5th inst. the terms of a cypher message which had been received by Mr. J. W. Ragdale, the American Consul at Tientsin, from Mr. E. H. Conger, the U.S. Minister at Peking, dated there the 21st ult. The dispatch is as follows:—

"Have been besieged in the British Legation for five weeks under terrible and continuous fire from the Chinese troops. Since the 16th by agreement there has been no firing. Fifty marines of all nationalities have been killed and more wounded. We have provisions for several weeks but hope relief will come soon. Glad to hear of victory Tientsin, but regret terrible cost. Hope you are all well and safe."

This communication was accompanied by a message, the original of which has been forwarded to Shanghai and is in Mr. Goodnow's possession. From Mr. H. G. Squires, the First Secretary of Legation, to his children in Paris, reading "All well 21st."

THE RUSSIANS AT NEWCHANG.

A despatch of the *Shanghai Mercury's* Chiaofoo correspondent, dated 3rd August, says:—On the 25th ult. the Russians came from the Newchao station to Newchwang, and there attacked suddenly, and without cause, a Chinese camp outside of the south gate of the city. After fighting for two hours the Russians returned to Newchwang. The casualties were few on both sides. The Consul's representatives at Newchwang, including the Russian Consul, protested strongly to the Russian commander against his unjustifiable action, which was entirely guided by the military authorities, and they have received verbal assurances that this sort of thing will not be repeated.

NEWS FROM WENCHOW.

The steamer *Poochi* arrived at Shanghai from Wenchow on the 4th inst. and reported that all is quiet. The new Prefect and Chantai seem to have gone the right way about doing things, for not only have the native soldiers been guarded, but the foreign houses and property have been guarded by the foreigners and done their duty well, but it is said that "not as much as a bit of paper" has been touched, and that the officials in office are doing their utmost to restore quiet and order in their districts. The two headmen of the rowdies who were captured some time ago are still alive in the Military Prison. What their ultimate fate is to be is as yet not decided upon by the authorities. Native guard boats are still stationed around Conquest Island. The city walls and forts are guarded by the new Chantai soldiers. The four missionaries who went down by the *Poochi* have returned with her. The *Chantai* is to remain at Wenchow as guardship. The Chinese staff have taken up their old quarters. The deposed Chinese officials have left in native craft for places unknown.

THE FITTING UP OF THE "CARTHAGE".

The *Carthage*, now that she is to remain and be fitted up in Bombay, provides an example of the possibilities of medical work at sea. The decision of the Indian Marine to do all the alterations there is the best thing that could have happened. Had she gone to Hongkong after disembarking troops, even with everything ready to be put in its place, there might have been serious difficulty at a time like this in securing native workmen to do what was needed, and in any case work can always be best done at headquarters, especially when there are two such capable men to look after it as Mr. Watson and Mr. King, of the Indian Marine. It is under their direct superintendence, aided by the knowledge Captain Goodridge acquired during his recent visit to South Africa, that the transformation of the mail steamer into a hospital ship will be accomplished. The home-boxes that had been put up in view of the embarkation of troops will have to come down. There will be a wholesale removal of bulkheads and second and part of the first-class quarters. For it has to be remembered that fifteen British officers, fifteen British soldiers, and thirty native soldiers must be accommodated. At first sight this would appear a very simple task—there is so much space on a P. & O. steamer. But there is more than the mere dumping down of a lot of beds in such a case, and the division of the beds into wards is not the difficulty. It is to insure that the inmate of every bed shall have a certain amount of cubic air to breathe under all circumstances, that his nurses shall be accommodated where they can readily come to him when needed, that conveniences shall be within easy distance, and yet that good sanitation shall be guaranteed. There must be an operating room, one or two dispensaries, a disinfecting room, rooms where the dummies can do their work, and where the cooks for Mahomedans and Hindoos and British will not interfere with each other's arrangements. The navigating and engineering staff of the ship must have quarters as well as the medical staff, the nurses, the ward-boys, and native servants. Everything must be carried out with an idea of economy of space consistent with an insurance of fresh air.

When completed it is expected that there will be room for 120 patients of the different classes already mentioned. Each will have an iron bed. Six by 3 ft. bed fitted with copper spring mattress and mosquito curtains. Over each bed, too, will be a small trapezoid aperture so that the curtains out of the way, the patient wishing to rise to a sitting position may assist himself by means of hanging bars. This is an invention of Captain Holland, I.M.S., at present at Dardanelles, who has contributed in every way towards the perfection to which hospital ships there have attained, and it may be mentioned that from notes supplied by him and drawings made by Mr. Watson the *Carthage* will be chiefly arranged.

The question of medicines to be carried is very simple. As in the case of the Commissariat it has been reduced to a tabulation of so many patients, so much of everything. It is all in a book ready for reference. The chief clerk at the medical stores on learning the number of beds in the hospital turns up the table referring to that number and in an hour or so the establishment can be furnished with all it requires. But there is a more important point, and that is the question of medical comforts. On this it is difficult to speak excepting in reference to the *Carthage*, with regard to which, however, Government have been most generous. Major Sykes has been given an absolutely free hand in this matter, and the list of strong-smelling and sustaining wines which are to be supplied by one of the best-known firms in Bombay shows how much the sick are to be cared for. From champagne to brandy every thing is to be of the very best, and there is to be plenty to meet all possible invalid needs. The outfit generally is for six months. It is to be hoped that the services of the ship will be little needed, and that peace may come to the Far East. If, however, the fullest demands are made upon her it is certain she will acquit herself well. In the rapidity of her arrangement and re-arrangement she is bearing witness to the efficiency of the organisation on this side of India—an organisation of which Government have reason to be proud as of the men who have made it. —*Times of India*.

THE GOORKHA TROOPS.

The *Times of India* says of the Goorkhas who came by the *Canning* and *Novus* that they were excellent types of "the first class fighting man" from over the Nepalese border. They bear upon their colours a grand record—Ali Masjid, Kabul (1879); Kandahar (1880); Afghanistan (1878-80); Chitral, Punjab Frontier, and Tirah. With the 1st, 3rd and 5th Goorkha Regiments in the campaign last year, the 2nd Battalion rendered services which are not likely to be forgotten. The second man to reach the top of Dargai was a Goorkha, and he "raced" hard with a British officer for first place. The feeling between the Goorkhas and their dusky brothers in arms is most remarkable. The Afghan war ended with an exchange of presents between the Highlander and the Goorkha; and in the grand rush on Dargai this friendship was again demonstrated in a fashion that roused the enthusiasm of every man, European or native, who beheld it. Throughout the Tirah Campaign there was nothing finer than the work of the Goorkha scouts, men picked and especially trained for mountain warfare from all the Goorkha regiments. They went to the front in two detachments forty strong, and within a short period were engaged in no fewer than twenty-five times in day attacks alone, and they had only lost one man killed and two wounded. On the other hand, they had secured in killed alone for considerably over their own strength of the enemy. In many cases they discovered small parties of the enemy singly "sanguared" in unsuspected places, and promptly disposed them before they had time to mark down the leading files, and officers of our troops. They never showed fatigue, and were always cheerful, making jokes and playing with one another when going through streams of icy cold water, and always ready of their own accord to pick up the fallen load and animals.

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 7th August.

THE DESTRUCTION AT UN-KUNG.

Yesterday news came from Un-Kung by which it appears that the work of destruction begun on Sunday night was completed on Monday. The rafters and beams of the mission residence were taken out and the door and window frames and walls were torn down, and even the trees in the compound destroyed.

THE AUTHORITIES ADVISE.

It is not known that the local authorities made any arrests or in any way interfered with the demolition of the buildings. If this outbreak of lawlessness goes unpunished for even a few days the mission establishments at Chon-chou, Kieh-yang, Wukingfu, and other places in the interior may meet a similar fate.

TEBEAU PLANTING COMPANY LIMITED.

The fourth general meeting of shareholders in the above Company was held at the Company's office, Nos. 38 and 40, Queens Road Central, yesterday afternoon. The chair was occupied by Mr. H. Humphreys, and there were also present Messrs. E. E. Kelly, J. S. Hagen, W. D. Sutton, J. M. Wang and W. C. Taylor (Secretary).

The CHAIRMAN said—Gentlemen, you have had the report and statement of accounts before you for some days, so that I will with your permission dispense with the formality of reading them. I have very little to add to the estate manager's report which you will find printed on the inside of the General Manager's report. As your last General Meeting the Chairman, Mr. Hart-Buck, referred hopefully to the results likely to accrue from the planting of our Para rubber trees and as tending to endorse his opinion, I will read you an extract from the *Strait Times*, dated 14th May last. "Reports of all three varieties now being cultivated in the Malay States—Para, Ficus Elastica, and Castilleja—are encouraging in the extreme and the committee of the Rubber Planters Association have great satisfaction in announcing the receipt of a communication from the Parak Government which shows that a sale has just been effected in London @ 3s. 10d. for 327 lbs. of Para, and that a sample of Ficus Elastica was valued at 3s. 6d. The latter is especially good news, as it has never been known that the value of Ficus Elastica so nearly approximated to that of Para. Large numbers of rubber trees are being planted over the country, and the Committee look forward with confidence to a time of great prosperity when the trees begin to yield." On 8th June last year 450 shares in the Company were forfeited for non-payment of call. Up to the end of April 203 of these were re-issued to our estate manager and Secretary and accepted by them in lieu of cash salary due. The balance due, 155 shares at \$2.00 will also be re-issued during the current year, and these shares together with the calls thereon amounting to \$370 (which sum now appears under the heading of suspense a/c) will be disposed of in exactly the same manner as the 295 shares I have already referred to. The item in suspense a/c will therefore not appear in our next account. You will notice that no General Management fees figure in the accounts as we have again decided to forego them. If any shareholder has any questions to ask, I shall be pleased to answer them.

There being no questions, the report and accounts were adopted, on the motion of the CHAIRMAN, seconded by Mr. KELLY.

A FORMER HONGKONG DETECTIVE ON SOME CAUSES OF THE SITUATION.

The *Western Daily Mercury* at the end of June published an interview with Mr. William Stanton, formerly chief of the Detective Department here and author of a book on the Triad Society. Mr. Stanton had a good deal to say about the "Boxers" and Triads, mainly with a view to correcting wrong impressions at home. His remarks on the causes of the disaster of missionaries by the Chinese and on some other reasons for trouble will bear quotation.

"Twenty-five years' residence, principally among the Cantonese, has led, however, him how the Chinaman's dislike of the missionary had been created, and what—though it seemed harsh to say it—real cause there was for much of that dislike. In short, the missionaries were regarded mainly in the light of a nuisance by the Chinese, who got into trouble with their own people because Christians simply to be protected. He had to arrest two men for a murder, and it so happened that they claimed protection under the German Mission, and defied the Chinese authorities, who were unable to interfere. A number of Roman Catholics, who considered the murder man to be their convert, applied to the Viceroy for warrants, and after much delay the men were arrested. The German missionaries then employed a lawyer, while the Roman Catholics obtained from attendance at the court. This was a standing complaint, that the missionaries interfered between the people and the officials. Here was one case in point, in which witnesses were plentiful enough to prove up to the hilt that two men had shared the guilt of a fellow in murder, and yet through the joint agreement of two different sets of missionaries, they were not handed over to justice. The missionaries were endeavouring to acquire a power over the people, and although they were in the country by treaty, they were probably displaying more zeal than was warranted. The Chinaman heard his own religion sneered at, and bore with it, while the missionaries thought nothing of his feelings. He thought Lord Salisbury's speech the other day seemed clearly to evince the Premier's opinion that the missionaries were not always as discreet as they might be. As far as this present question was concerned, it would be a puzzle for the wise heads. It was a great pity that the missionaries had been concerned in the bringing about of this disturbance, but no doubt Russia had been playing a plotting game in inducing the Emperor."

Outside the one great question of religion there was considerable grievance against Europeans of a purely commercial nature. Ever since the Chinese Imperial Customs had been established it had been under the rule of an Englishman, but still more of late had it become impossible for Chinamen to compete for the high salaries of offices, which were given over entirely to foreigners. Before he came away Mr. Stanton said he had some transcribing to do with regard to a railway which was to be constructed by an American-Chinese syndicate from Canton to Hankow. This had been surveyed, the Americans were lending money and the Chinese were providing four million taels. The subscription list when translated was printed in papers distributed among Chinese.

and very strong terms were used to point out what power the foreigners had acquired. "The mouths of the foreigners were now watering beside this to get hold of the mining rights, and work the mines in the country." As far as his own knowledge went, he could assert that no ill-feeling was shown by the people other than in respect of these matters which were looked upon as grievances. There was strong feeling in the south against the Europeans, and against Li Hung-chang there was much embittered feeling. Southern China seemed to regard the Viceroy of the Hupei-Hunan Province very favourably, and he was generally respected throughout the country. He did not think the Chinese wished any other than that Europeans should benefit from what they had done in opening up the country, but they looked askance at robbery. The Chinese were not a bigoted people, and though the literary class and the scholars regarded the teaching of Confucius as infallible, they were not a people who had shown any great animosity to any particular religion. In fact, the Roman Catholics, who first undertook a mission to the country, were treated with great respect, and given high positions, and were accepted to map out the country for the Imperial Government. The wonder to most people who were acquainted with China and its history at all was that things had not been worse long before now. He knew that thousands and thousands of rifles had been passing through Hongkong to the innermost parts of Canton for the use of lawless people bent on mischief.

LATE TELEGRAMS.

AUSTRALIAN TROOPS FOR CHINA.

Melbourne, 6th July. The Lieutenant Governor to-day received the following telegram from Mr. Chamberlain accepting Victoria's offer to send naval men to China:—"Referring to your telegram of 29th June, Her Majesty's Government gladly accept the Naval Brigade, believing that they are ready for service afloat and ashore. Their destination must depend upon the information from China, on receipt of which a ship will be chartered. H. M. Government wishes to defray the transport. Ammunition for the guns must be taken. The men should be paid through their own officers."

Energetic preparations are being made among the Victorian naval forces for the despatch of 200 men, accepted by the Imperial Government, for service in China. Captain Tickell was busy the whole of Saturday, and when he asked the men of the turret ship *Cerberus* to volunteer, they stepped forward to a man. The same result was experienced with each of the Naval Brigades as paraded on Saturday afternoon. There are plenty of volunteers, and there is not likely to be much delay in getting the Brigade away.

The Government has decided that the rate of pay shall be 7d a day for the men, with proportionate increases for warrant officers and officers.

A special board has been appointed to pass all stores and equipment for the Naval Brigade, and will begin work at once. The carriages for the quick-firing guns, which go with the men, are being built at the railway workshops, Newport.

Strange to say, Captain Tickell, who will command, was born at Amoy, China, a little over 40 years ago. Before he joined the Victorian navy he served in the merchant service off the coast of China. He obtained his first commission here in 1887, and when Captain Neville's term expired, it was decided not to ask for the services of a naval officer as commandant, and Commander Tickell was appointed. He has been through all the naval gunnery courses at Portsmouth, and visited England in 1890 and during the Jubilee year.

THE WAR IN SOUTH AFRICA.

London, 10th July. Mr. Steyn, the ex-President of the Orange Free State, Commander Christian Botha, and 3,000 Boers, have retreated to Fouriesburg, 25 miles south of Bloemfontein, and near the Basuto border.

The 500 prisoners, consisting of Irish Yeomanry and Dragoon Militia, who were thrust across the Natal border from Beit in the Orange River Colony, were nearly starved.

Their uniforms had been stolen by the enemy and they were wearing the filthy clothes of the Boers.

A detachment of Australian Bushmen made a forced march from Zwartkops, near the western border of the Transvaal, to Rustenburg, a distance of about 100 miles, and took part in the defence of the town against the resolute attempt of the Boers to recapture the position.

The Boers have evacuated their positions around Senekal, and have apparently withdrawn in the direction of Ficksburg and Bethlehem.

An outbreak of anterior fever has occurred amongst the British troops at Senekal, but it is being combated with great energy by the doctors.

Mr. P. J. Blignault (State Secretary), Mr. Dickson (State Attorney), and Mr. Van der Merwe (a member of the Council of the Orange Free State), have surrendered to the British at Heilbron.

It is estimated at Pretoria that there are 11,000 men in the commandos under General Botha and General De Wet.

London, 15th July. The British are advancing through Van Renssen's Pass from Natal into the Orange River Colony. Presumably the advance is against Commandant De Wet.

Lieutenant-General Sir H. M. Rundle has occupied Wilkop, five miles north of Ficksburg.

A party of Boers died in khaki surprised a picket of 25 men of the Yorkshire Regiment at Lindley. The picket fought doggedly and suffered 18 casualties. The remainder were relieved by reinforcements.

In the attack on the British at Nitrals Nek the Boers lost heavily.

Field-Marshal Lord Roberts intends to send the Boer prisoners to Ceylon.

A Reuters' message states that Mr. W. P. Schreiner (ex-Premier of Cape Colony) thinks that the South African Republics ought to retain a measure of their independence in the ultimate settlement of affairs.

Major-General R. A. P. Clements and Major-General A. H. Paget had sharp fighting for

two days with the Boers in the vicinity of Bethlehem, and captured the town.

During the course of the fighting the British recovered a gun lost at Stormberg in December last. The British casualties numbered 47.

Commandant de Wet escaped in rugged country which prevented the pursuit being continued.

Lieutenant-General Sir H. M. Rundle has occupied Biddulphsburg, 10 miles east of Senekal.

THE ASHANTI TROUBLE.

London, 15th July. The escape of Sir F. M. Hodgson (Governor of the Gold Coast Colony), whose arrival with his party at Cape Coast Castle was reported last week, was marvellous. The carriers were so weakened with hunger that they abandoned everything, and the party lived on plantains. On one occasion they had to wade for two hours through water shoulder high.

NEW ZEALAND AND THE ISLANDS.

THE PROPOSED INCORPORATION. London, 11th July.

Mr. Chamberlain, Secretary of State for the Colonies, recently received a memorandum from Mr. R. Seddon, Premier of New Zealand, suggesting the incorporation of the Cook, the Fiji, and the Friendly (Tonga) Islands with New Zealand.

Mr. Chamberlain now states that the suggestion of New Zealand for the incorporation with the colony of certain groups of islands in the Pacific must be discussed between New Zealand and Great Britain and the Commonwealth of Australia.

CONSULAR REPORT.

YOKOHAMA. Mr. H. A. C. Bonar's report on the trade of Yokohama states that the trade of the port for 1899 amounted to £18,902,897, as against £19,531,254 in 1898. "This slight decrease, however," he says, "does not on the face of it indicate a decrease of some 30 per cent. on the imports of 1898, and of 12 per cent. on those of 1897. Exports, on the other hand, show an increase of 34 per cent. over last year, and a substantial increase over 1897. In order to make a real comparison in the matter of the imports, it is necessary to make an allowance of, say, 15 per cent. to be deducted from the customs returns for 1899, which, since the date of the imposition of the new tariff, return the values of imports as including freight, insurance and commission, so that in reality a decrease in imports of nearly £5,000,000 has taken place in 1899. No importance need, however, be attached to that fact, in view of the special influence which the enforcement of the new tariff had on the imports of 1898, which were quite in excess of their normal amount, and of the satisfaction generally felt by importers with the results of the import trade of the year under review."

The trade in imports, continues Mr. Bonar, was generally satisfactory to all concerned, and the prospects for metals particularly, has slackened off since the year closed, owing principally to full supplies in sight and very high costs to exporters. The value of cotton yarns is some £235,000 less than in 1898. "Nevertheless, the condition of that trade has improved in some respects during the year. A rising market, with better clearances, has given a fair profit to both importers and dealers. Yarns made from Egyptian cotton, both plain and gassed, still hold their own with consumers here, and a good average trade has been done in them. Yarns made from American fibre have also received some benefit from various exceptional causes, but the outlook for the future predicts that Japan will depend on her own mills for this class of yarn, and that the consumption of Lancashire spinning will further decrease. Woollen cloth fell about 5 per cent. from 1898, but a much larger proportion of better cloth was imported. With regard to sugar, Mr. Bonar says, that the closing months of 1898 saw a rush of sugar in from all quarters to escape the increased tariff which came into operation on January 1, 1899. "This tended to make the imports of 1898 abnormally large, and the year 1899 commenced with heavy stocks of all kinds of sugar, more especially of Continental beets, and the produce of the Hongkong refineries. Until these could be worked off imports for a time were light, and throughout the year have been on a moderate scale, yet trade has, in no way, diminished, for accumulation has continued to grow, and has taken off all accumulated supplies and subsequent arrivals. Kerosene oil fell off also owing to accumulated stocks."

Turning to exports, Mr. Bonar says:—"It is true that the exports of 1899 show a satisfactory increase when compared with 1898, but this is due to two accidental causes, the large advance in prices, and the consequent rushing forward of all available exports, for which the next year will have to suffer. Taking these facts into consideration, it would appear probable that Japan has, for the time being, reached the limit of her exportable products, and as commerce is, in its first principles, a system of barter, the nation which has no exports will not obtain imports, unless it has something else to offer as an equivalent. Raw silk showed an increase of 12 per cent. in quantity exported and of 15 per cent. in total value. The silk piece-goods trade was unprecedented, both in quantity exported and in price. Prices advanced over 10 per cent. in the first eleven months, but dropped again 10 per cent. in December. The tea export trade suffered from the poor quality and manipulation of the tea, and the outlook for the Japanese leaf is consequently bad. The export of copper proved very profitable to mine-owners."

The foreign shipping entering the port is represented by 725 vessels of 1,615,754 tons, a large falling off from 1898 with 829 vessels of 1,715,951 tons. "Making over all allowance for the increase in 1899 consequent upon the large quantities of imports before the end of the year to avoid the new tariff, this falling off is anything but satisfactory," says Mr. Bonar. "It is not confined alone to British shipping, which shows a falling off of 127 vessels and 221,650 tons, or some 22 per cent. of the tonnage for 1898. For German shipping also shows a decrease of 28 vessels and 84,690 tons, or 19 per cent. Hawaiian, 3 ships of 14,190 tons (accounted for by the transfer of steamers to the American flag); and French, Russian, and Norwegian shipping a proportionate decrease. The American flag alone shows an increase of 14 ships and 32,374 tons, to be accounted for by the more regular running of the Trans-Pacific steamers on the cessation of the Spanish-American War. Exclusive of Japanese shipping entered at Yokohama, British shipping constitutes 65.2 per cent. of the total foreign tonnage, being a decrease of 4.5 per cent. on 1898."

Japanese shipping has again made a large trade, and has increased by fifty-nine vessels and 158,424 tons. Inclusive of Japanese shipping, British shipping represents 44.7 per cent. of the total tonnage, 7.5 per cent. more than in 1898, and Swedish and Norwegian 1 per cent. In currency matters the most important feature of the year was the large exodus of gold from Japan to British India and America. This Mr. Bonar explains as follows:

"When silk was much in demand and prices high, and a rise in exchange very generally and reasonably expected, the Specie Bank began to underbid the other banks for bills, with the result that with an unprecedented demand for money to pay for a large silk-crop at high prices, rates fell to a point which made gold shipments profitable. On September 8 the quotation for T.T. on London fell to 2s. 0 1/2, which, exclusive of interest, lays the rupee down at a fraction under 1s. 4d. clear, or taking the rupee T.T. rate at 1s. 4 1/8, would give the equivalent of a demand remittance from here of about 2s. 0 1/2."

The outlook of the present year, the report continues, so far as one can guess, is very favourable. Business generally has been healthy, unusually high prices have been attained for silk, and stocks of imports have been worked down low. If Japan can keep clear of foreign complication, "her future would appear to be a bright one, and with the enormous trade of China at her doors her trade must continue to increase."

The new treaties with Japan came into force from August 1st, and are not in themselves likely to have any special effect on the foreign trade of the country. The Japanese expectation that a large influx of foreign capital would result has proved quite fallacious, and the difficulties experienced in regard to the registration and transfer of land in the former foreign settlements are discouraging, even to those who have hitherto invested in Japan.

SAILORS AND SOLDIERS' CHINA RELIEF FUND.

The above fund has been started at the suggestion of Mrs. F. E. Scott, the wife of Bishop Scott, of Peking, and its object is to afford financial help to the widows and orphans of the British Seamen, Marines, and Soldiers who have lost, or may lose their lives in this China War; and that part of the subscription raised be given to such who may be either from disease or wounds incapacitated. Subscriptions will be duly acknowledged in our columns, and should be addressed "Messrs. *Hongkong Daily Press*, Sailors and Soldiers' China Relief Fund." When a sufficient sum has been subscribed it will be handed over for administration.

SUBSCRIPTIONS. Already acknowledged ... \$415.00

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer "Empress of Japan," arrived at Vancouver at 11 a.m. on Wednesday, the 8th inst.

The steamer *Benbow*, from Antwerp and London, left Singapore on 7th inst. for this port.

The F. M. steamer *City of Rio de Janeiro*, with mails from San Francisco to the 10th ult., via Honolulu, has arrived at Yokohama, and will leave for this port to-morrow morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The T. K. R. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

The Austrian Lloyd steamer *China* left Singapore for this port on Thursday, 9th inst.

EXPORT CARGO.

Per steamer *Senkai*, sailed 25th July. Per London: 7,400 boxes—156,600 lbs. assorted caper, 434 boxes, 677 half-chests, tea from Amoy, 4,901 bales hemp, 250 bales waste silk, 150 bales feathers, 150 bales canvas, 300 bales cassia, 1,150 cases cassia, 59 cases cigars, 10 cases personal effects, 348 cases Chinaware, 45 cases blackwoodware, 14 drums F. P. paint, 184 rolls matting, 1,915 pkgs. crackers, 11 pkgs. preserves, 4 pkgs. enamelware, 23 pkgs. sundries. For Manchester: 200 bales waste silk. For Glasgow: 5 cases blackwoodware. For London Opt. Liverpool: 40 boxes tea (particulars unknown). For London Opt. Manchester: 155 bales waste silk. For London Opt. Hamburg: 350 cases cassia lignea, 170 bales canvas. For London Opt. Antwerp Opt. Hamburg: 50 boxes gallnuts, 19 cases currant oil. For London Opt. Amsterdam Opt. Rotterdam: 418 boxes—5,778 lbs. congrat. tea. For Hamburg: 30 cases wood oil. For Rotterdam: 13 pkgs. rattanware.

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NOTICE OF FIRM.

NOTICE.

WE have this Day ESTABLISHED ourselves in Business, under the Firm Name of SPOONER & WILSON, as GENERAL PASSENGER BROKERS and COMMISSION AGENTS.

J. J. SPOONER, H. WILSON. Address: KOON SUN HONG, 34, WING ON LANE, Hongkong. [1982]

NOW READY.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the

LADYSMITH RELIEF COLUMN," Being a Lecture by CAPTAIN PERCY SCOTT, R.N. C.B., and CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. *Terrile*).

The book is printed on art paper, and illustrated with coloured maps and sketches. Prices: ... \$1 and \$1.50

HOKKAIDO KWAISHA. TANKO TETSUDO YUEARI AND SORACHI COALS.

SINCE we have completed the installation of COMPLETED AIR and ELECTRIC DRILL MACHINES for the purpose of enlarging the scope of our MINING BUSINESS, the daily out-put has steadily increased so as to enable us to meet any large demand at short notice. Moreover the method of loading in the ports of OTARU and MOROAN having been improved, loading and bunkering can be conducted more promptly than before. All orders carefully and promptly executed. For particulars apply to the Company. No. 13, MINAMI IIDAMACHI, KYOGASHI-KU, TOKYO.

Telegraphic Address: "TANKO" TOKYO. Codes used: A I & A B C 4th Edition. Agents for Hongkong: HUGHES & HUGH, 5, PRAYA CENTRAL. [2154]

THE FIGHTING AT TIENTSIN.

WE HAVE A SMALL QUANTITY OF PLANS OF TIENTSIN FOR SALE.

PRICE ... 75 Cents each.

THE Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.

Printed by Messrs. JOHN BARTHOLOMEW AND CO., Edinburgh.

"DAILY PRESS" OFFICE. Hongkong, 17th July, 1900. [199]

WING CHEONG.

Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS, and GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 1st April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUIAR STREET. Behind Hongkong Dispensary, Hongkong, 5th April, 1900. [1910]

CARMICHAEL & BARLOW, CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS. QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams: "CELESTE," Hongkong. Telephone: 252.

H. F. CARMICHAEL, B. J. BARLOW. Hongkong, 1st June, 1899. [1637]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. FARLANE, Manager. Hongkong, 17th February, 1899. [189]

怡生號 YEE SANG & CO. COAL MERCHANTS have always on hand LARGE STOCKS EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO No. 98, PRAYA. [222]

FOR SALE: In addition to the BLICK-ENDERFER TYPE-WRITER, we manufacture a complete line of DEKES, and flat top TYPE-WRITER, CABINETS, OFFICE TABLES and FURNITURE, SUSPENSION Letter Document, and Catalogue FILES, CARD INDEX CABINETS, and any article used in an Office or Library.

We cordially invite Merchants and others to send for our complete Catalogue. Orders may be placed through any Reputable London or American House or direct, as may best suit convenience.

BLICKENDERFER MANFG. CO., 825, Broadway, New York City. Cable Address: "Blick." Hongkong, 24th October, 1899. [2077]

INTIMATIONS.

THE SHARE LIST WILL CLOSE AT NOON ON THE 15TH AUGUST, 1900.

PROSPECTUS OF THE CHINA MATTING MANUFACTURING COMPANY, LIMITED.

CAPITAL ... \$1,000,000 (Hongkong Currency).

Divided into 50,000 Shares of \$20 each, of which \$5 is payable on application and \$5 on allotment. The balance will be called up as required, probably \$5 in about 6 months and the balance about a year hence.

HEAD OFFICE ... HONGKONG.

CONSULTING COMMITTEE: ROBERT SHEWAN, Esq., (Chairman), D. GILLIES, Esq., Hongkong and Whampoa Dock Co., Ltd., J. H. LEWIS, Esq., Messrs. Douglas, Lapraik & Co., CHAU TUNG SHANG, Esq.

GENERAL MANAGERS: SHEWAN, TOMES & CO.

BANKERS: HONGKONG AND SHANGHAI BANKING CORPORATION.

THIS Company has been formed for the purpose of making by power-looms, the matting of the same description as that now produced by hand-looms in the neighbourhood of Canton (China).

The export of Matting from China to the United States has of late years become a most important trade, having risen in the last 10 years as follows:—

From 179,472 rolls shipped in 1889/1890 To 370,107 rolls shipped in 1898/1899

but, as usual, the quality of the goods has fallen away with the increased demand, while prompt delivery, to contract time, has become increasingly difficult.

Many attempts have been made to devise a machine which could be worked by steam to take the place of the crude hand-looms, used by the Chinese and Japanese, but success has only been attained by a loom which became the property of the Kobe Manufacturing Co., and which has since been brought to a high state of perfection by further inventions and improvements.

The promoters of this Company, having experimented with a small trial plant of 50 of these power-looms and introduced various further improvements suggested by their knowledge of the Matting trade and requirements of the market in the United States, are now satisfied that Matting made by such machinery must supersede that made by hand-looms, and have accordingly entered into an agreement with the Kobe Manufacturing Co. to acquire all the rights to the invention.

While experimenting with the 50 looms some 10,000 rolls were made and shipped, and the reports on the later and better made shipments were all of a highly favorable and encouraging nature, the evenness of the fabric and the great improvement on the old hand-loom matting, especially as regards the selvage or edge, being particularly praised and commented on. One great difficulty was to get the machines to turn over the straw so as to produce a clean surface at the edges of the Matting; this difficulty was overcome some few months ago, and the looms can now, in the opinion of experts, turn out a perfect fabric.

As each power-loom can produce about 39 yards a day as against 6 yards produced by hand-loom, the saving in time is obvious, while the advantage of being able to rely on punctual delivery will be a great boon to dealers at home, who at present have to put up with much delay and loss of time in getting their goods.

The advantage is still more obvious day-by-day in view of the political unrest all over China and the great probability of the present troubles in the North spreading to the South, in which case the matting industry in the districts around Canton is likely to suffer to such an extent that it may take years to recover, matting being entirely dependent upon the labour of the peasant class which is not engaged in their ordinary farm work.

It is proposed to erect a Factory capable of running 450 looms, producing about 100,000 rolls per annum, on which it is estimated, at the prices recently obtained in the United States for the Matting sent there for sale, there would be a net profit of at least \$11 per roll, or say \$150,000. In course of time further experience and economies will undoubtedly improve upon these figures.

The promoters of this Company have, as before stated, experimented with 50 looms, and having acquired from the Kobe Manufacturing Company all the rights to the invention, will transfer the same to the new Company together with 50 looms and other machinery, stock-in-trade, goodwill, &c., for \$350,000 (Hongkong currency), which amount will be taken by the Kobe Manufacturing Company and the promoters in shares.

The Capital of the Company, as far as can be roughly estimated, will be laid out in the following manner:—

Land, Buildings and Machinery ... \$470,000

Working Capital ... 150,000

Kobe Manufacturing Company and Promoters for Rights, Goodwill and Sum ... 250,000

dry Machinery, including Engine and 50 Looms ... [Taken in Shares.]

\$1,000,000

Prospectus and forms of application for shares may be obtained from the Company's Bankers or at the office of the General Managers.

Hongkong, 31st July, 1900. [2114]

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., FOR 1900.

THE THIRTY-EIGHTH ANNUAL ISSUE.

B. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

No. 37, ELGIN STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent Discount Allowed [1636]

BUSINESS NOTICES.

昇樂館芝罘 KWONG CHI KOON DISPENSARY.

街欄樂城省東廣 CHEONG LAN STREET, CANTON.

子甲次歲年叁拾同清大 創開年四拾陸百捌仟壹英大

ESTABLISHED 1894.

記為商吉意如

Trade Mark

KWONG CHI KOON DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1894.

油意如 UNRIVALLED U I YAU or "AS YOU WISH OIL."

Prices at \$1.00 per bottle. " 0.50 per bottle. " 0.25 per bottle.

散開通 TUNG KWAN SAN, or "Army Medical Powder," 50 cents per bottle.

散打跌 TIT TA SAN, or "Falling and Bruising Medical Powder." Price at 50 cents per bottle. Made from the best selected medicine to be used for the above Oil and Powder.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship
"THALES,"
Captain Passmore, will be despatched for the above port TO-DAY, the 10th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 10th August, 1900. [2179]
CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI.
THE Company's Steamship
"KALGAN,"
Captain Laver, will be despatched as above TO-MORROW, the 11th inst., at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2184]
CHINA NAVIGATION COMPANY, LIMITED.

FOR TAMSUI.
THE Company's Steamship
"NEWCHOWANG,"
will be despatched as above TO-MORROW, the 11th inst., at 6 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th August, 1900. [2178]
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR HONOLULU DIRECT.
THE Company's Steamship
"ESMERALDA,"
Captain Geo. T. Blackland, will be despatched as above on WEDNESDAY, the 15th August, at 5 P.M.
This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th August, 1900. [2182]
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE
via KIOCHAU.
THE Company's Steamship
"CHINA,"
Captain R. Mayer, will leave for the above places on WEDNESDAY, the 15th inst., P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 10th August, 1900. [2183]
OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"GLAUCUS,"
Captain Barwise, will be despatched as above on TUESDAY, the 18th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2180]
OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
THE Company's Steamship
"IXION,"
Captain Thompson, will be despatched as above on TUESDAY, the 18th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2181]
NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
FROM LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.
Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 9th August, 1900. [1]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain:—
Leading Articles:—
The Advance on Peking.
The Status of Hongkong and Chinese Taxation.
The Kowloon Reservation Question.
Water Storage and the Sanitary Board.
The China Relief Fund.
The Crisis: Telegrams.
Legislative Council.
Supreme Court.
The Crisis in China.
The Death of the Duke of Saxo-Coburg-Gotha.
The Health of the Colony.
Kowloon Bowling Club.
The "Cheong Yuen" Piracy Case.
Sailors and Soldiers China Relief Fund.
Canton.
Manila.
Swatow.
Foreigners in Chinese Treaty Ports.
Correspondence.
Tebrau Planting Co.
The Hongkong Canton and Macao Steamboat Co. Report.
Consular Reports.
Royal Hongkong Golf Club.
Hongkong Rifle Association.
Hongkong and Port News.
Subscription: \$13 per Annum, payable in advance; postage, 22.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.
Hongkong, 10th August, 1900.

PUBLIC COMPANIES

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE DIVIDEND at the Rate of 8 per Cent. or \$1.20 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held THIS DAY, will be Payable at the Hongkong and Shanghai Banking Corporation on and after Wednesday, the 8th August, 1900. Shareholders are requested to apply to the Office of the Company for Warrants.
By Order of the Board of Directors.
T. ARNOLD,
Secretary.
Hongkong, 7th August, 1900. [2169]

CHINA SUGAR REFINING COMPANY, LIMITED.
NOTICE.
IN accordance with the provisions of No. 131 of the Articles of Association, the General Agents have THIS DAY declared an INTERIM DIVIDEND of 2½ per cent. for the Half-year ending 30th June, 1900, on the Paid-up Capital.
Dividend Warrants payable on SATURDAY, the 18th August, will be issued to Shareholders on application.
The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 18th inst., both days inclusive.
JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 2nd August, 1900. [2182]

HONGKONG AND SHANGHAI BANKING CORPORATION.
NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1900.
By Order of the Court of Directors.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th July, 1900. [2080]

HONGKONG AND SHANGHAI BANKING CORPORATION.
NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 4th August, to the 18th day of August (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Court of Directors.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th July, 1900. [2081]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 20th August, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.
The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 20th August, both days inclusive.
By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.
Hongkong, 28th July, 1900. [2098]

W. B. BEEVER & CO.
SOME NEW PICTURES.
Our Brothers from over the Sea, "Engraving,"
The Handy Man "Platenotype" 3.50
Absent Minded Beggar "Platenotype" 3.50
NEW BOOKS AND NEW EDITIONS.
A Sportswoman in India, by Isabel Sarony \$4.50
New Volume Academy Pictures, 1900 9.00
Russia on the Pacific and the Siberian Railway, by Vladimir 3.00
Chinese Characteristics, by Smith 4.50
The Real Chinaman, by Holcombe 3.50
Templeton's Work-Shop Companion (Modernised) 1.50
Macaulay's Essays 35
Westward Ho, by Kingsley 35
A Bed for Fortune, by Guy Boothby 1.50
Lord Edward Fitzgerald, by Bodkin 1.50
Little Anna Mark, by Crockett 1.25
Agatha Webb, by A. K. Green 75
A Bank Outsider, by Nat Gould 75
Lest we Forget Them 31
23 & 25, Queen's Road, Hongkong.

FOR SALE.
A FEW OF THE FAMOUS
HUMBER BICYCLES.
LADIES' AND GENTLEMEN'S.
Price \$140
WM. SCHMIDT & CO.,
Beaconsfield Arcade.
Hongkong, 16th June, 1900. [1213]

CARTRIDGES.
NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—
Loaded with With Powder
Powder only, and 1 oz of Shot.
Primrose Cases \$5.65 \$7.40
Pegamoid Cases 6.25 8.00
Ejector Brass Cases 6.90 8.65
5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunnmakers, Hongkong.
Hongkong, 27th July, 1897. [1877]

RUINAERT PERE & FILS, REIMS.
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [1521]

W. B. BEEVER & CO.
SOME NEW PICTURES.
Our Brothers from over the Sea, "Engraving,"
The Handy Man "Platenotype" 3.50
Absent Minded Beggar "Platenotype" 3.50
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Pegamoid Cases 6.25 8.00
Ejector Brass Cases 6.90 8.65
5 per cent. discount on orders of 1,000 and over.
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Pegamoid Cases 6.25 8.00
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Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [1521]

AUCTIONS

PUBLIC AUCTION.
THE Undersigned has received instructions from A. G. AITKEN, Esq., to sell by Public Auction,
TO-MORROW (SATURDAY),
the 11th August, 1900, commencing at 2.45 P.M. at No. 1 and 2, KNUTSFORD TERRACE, Kowloon,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Comprising—
RED PLUSH DRAWING ROOM SUITE, TEAK OVERMANTELS, FANCY CHAIRS and TABLES, LACE CURTAINS, ORNAMENTS, RUGS, &c.
EXTENSION DINING TABLE, SIDEBOARD, DINNER WAGGONS, DENNER and DESSERT SET, ELECTRO-PLATE, CUTLERY and GLASSWARE, &c.
Double BEDSTEADS, WARDROBES, MARBLE-TOP TOILET TABLES, DRESSING TABLES, EASY CHAIRS, &c.
COOKING STOVE, PANTRY and BATHROOM REQUISITES.
Also
One COTTAGE PIANO.
TENNIS GEAR, STONE ROLLER and LAWN MOWER.
One WASHING MACHINE and REQUISITES.
And
A LARGE VARIETY OF PLANTS.
Terms—As Customary.
Catalogues will be issued.
On View from Friday, the 10th August, 1900.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 7th August, 1900. [2162]

GOVERNMENT NOTIFICATION.
No. 404.
THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 13th day of August, 1900, at 3 P.M., are published for general information.
By Command.
F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office, Hongkong, 4th August, 1900. [2170]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 13th day of August, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Five Lots of Crown Land at Mong Kok Tai, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot	Locality	Boundary Measurements	Containing in Acres	Annual Rent	Upset Price
1	Kowloon Inland, Mong Lok No. 1, Lot 1	50' 50' 125' 125'	0.250100	5.500	5.500
2	" " " " " "	47' 47' 235' 235'	1.250174	13.400	13.400
3	" " " " " "	47' 47' 235' 235'	1.250174	13.400	13.400
4	" " " " " "	47' 47' 100' 100'	0.025104	7.200	7.200

WANTED TO BUY.
STEAMERS from 300 to 700 tons.
Apply at—
21, ELGIN STREET,
Hongkong, 9th August, 1900. [2174]

A YOUNG ENGLISH LADY desires a situation as daily GOVERNESS to one or more children. Music if desired.
For further particulars, apply to—
A. R. D.,
Care of Daily Press Office.
Hongkong, 4th August, 1900. [2145]

PROFESSIONAL NOTICE.
DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
10, DES VEXES ROAD, CENTRAL.
DR. PETERSON wishes to announce that he has RESUMED his DENTAL PRACTICE in South China and may be consulted at his New Office—
10, DES VEXES ROAD CENTRAL, 1st FLOOR.
Hours 10 A.M. to Noon, 2 to 5 P.M.
Hongkong, 28th July, 1900. [2097]

VICTORIA ENGLISH SCHOOL.
CRAIGENGOVE.
THE SCHOOL will RE-OPEN on MONDAY, 13th August, at 9 A.M.
Boys are provided with a thorough English Education with a view to their entering upon Commercial Life.
Copies of the amended Prospectus may be had at the School.
Applications for terms, &c., should be made to—
W. D. BRAIDWOOD, M.A., F.E.I.S.,
Headmaster.
Hongkong, 9th August, 1900. [2175]

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies
Apply to
SIEMSEN & CO. Hongkong. [42]
TO SHIPMASTERS.
ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FRESH WATER is the cause of much Sickness on board Ship.
We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.
CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1895. [1763]

BANKS.

THE NATIONAL BANK OF CHINA, LIMITED.
AUTHORIZED CAPITAL £1,000,000
PAID-UP CAPITAL £ 324,374
HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS:
CHAN K. SHAN, Esq. D. GILLIES, Esq.
CHOW T. SHANG, Esq. J. T. LAUTS, Esq.
Chief Manager,
GEO. W. F. FLAYFAIR.
Interest for 12 Months Fixed 5%
Hongkong, 23rd March, 1899. [10]

THE BANK OF TAIWAN (FORMOSA), LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)
AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL " 1,250,000
HEAD OFFICE—TAIPEI, FORMOSA.
JUICHI SOYEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.
BRANCHES AND AGENCIES:
Tokyo Osaka Kyoto Yokohama
Kobe Nagasaki Hankow Moji
Taiwan London New York S. Francisco
Hongkong Amoy Shanghai Tientsin
Newchwang Chemulpo Fusan.
HEAD OFFICE—INTEREST ALLOWED.
On Current Account 4.75% per annum
Savings Bank 5.43% " "
On Fixed Deposits—
For 3 months 6% per annum
" 6 " 6 1/2% " "
" 12 " 6 3/4% " "
Credits granted on approved Securities and every description of Banking and Exchange business transacted.
Drafts granted on the chief commercial places both in Japan and abroad.
Further particulars may be obtained on application.
HIROMI KAWASAKI,
Manager.
Taipei, 1st August, 1900. [290]

THE BANK OF CHINA & JAPAN, LIMITED.
WORKING CAPITAL over £210,000
RESERVE LIABILITY OF SHAREHOLDERS fully £225,000
HOLDERS £635,000
HEAD OFFICE:
36, NICHOLSON LANE, LONDON.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.
BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—F. C. BISHOP.
INTEREST ALLOWED.
On Current Accounts 2 per cent
Fixed Deposits 3 months 4%
" 6 " 4 1/2%
" 12 " 5%
The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.
Hongkong, 1st May, 1901. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £ 562,500
RESERVE FUND £ 30,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED on Current Accounts at the rate of 2½ per annum on the Daily balances.
ON FIXED DEPOSITS—
For 12 months 4%
" 6 " 3 1/2%
" 3 " 3%
J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 2½ PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000
COURT OF DIRECTORS:
N. A. SIEMSEN, Esq.—Chairman.
R. SHEWAN, Esq.—Deputy Chairman.
E. Goetz, Esq. A. J. Raymond, Esq.
Hon. R. M. Gray E. L. Richardson, Esq.
A. Haupt, Esq. P. Sachse, Esq.
Hon. J. J. Koswick H. W. Slade, Esq.
D. Meyer Moses, Esq.
CHIEF MANAGER—
Hongkong—H. THOMAS JACKSON.
MANAGER—
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months 2½ per cent. per Annum.
For 6 months 3½ per cent. per Annum.
For 12 months 4½ per cent. per Annum.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 1st June, 1900. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £300,000
RESERVE FUND £250,000
INTEREST allowed on Current Account at the rate of 2½ per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 " "
" 3 " 2 1/2% "
T. E. SANSON,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,000,000
HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:
Tokyo Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARI'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5½ per annum.
" 6 " 5% "
" 3 " 4% "
S. CHOW,
Hongkong Manager.
Hongkong, 17th April, 1900. [758]

THE DEUTSCHE ASIATISCHE BANK.
PAID-UP CAPITAL Sh. Tael 3,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschau)
LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
UNION BANK OF LONDON, LTD.
INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLANDER,
Acting Manager.
Hongkong, 8th February, 1900. [45]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.
SUBSCRIBED CAPITAL—Shanghai Tls. 5,000,000
PAID-UP CAPITAL " 2,500,000
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES:
Canton Chefoo Hankow
Chinkiang Peking
Chungking Penang
Fochow Singapore
Tientsin Swatow
The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2½ per annum on Current Account daily balances.
3½ per annum on Fixed Deposits for 3 months.
4½ " " " 6 " "
5½ " " " 12 " "
E. W. BUTTER,
Acting Manager.
Hongkong, 2nd February, 1900. [22]

LEMP'S BEER.
AMERICA'S FAMOUS LIGHT BEER.
SOLE AGENTS for Hongkong, China and Philippine Islands—
ARRATON V. APCAR & CO.
Hongkong, 11th July, 1900. [1952]

NEW GOODS, PLENTY IN HAND.
D. NOMA,
12, Beaconsfield Arcade,
Opposite the City Hall,
Hongkong.
Hongkong, 27th April, 1900. [1766]

DAVID COBSAR & SON'S
MERCHANT NAVY BOILED LONG FLAX CANVAS
RELIANCE CROWN TARPULING
ARNHOLD, KARBURG & CO.,
Sole Agents.
Hongkong, 1st June, 1900. [17]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
CAPITAL \$410,000.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1512]

THE SCOTTISH METROPOLITAN ASSURANCE CO.
The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.
A yearly premium of £28 2s. (age 30) secures the following—
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£50 per week in case of temporary disablement by accident.
Accidents insured against for £4 and £2 per annum (£1,000 in case of death, by weekly payments in case of injury).
For further Particulars apply to
J. Y. V. VERNON,
Agent.
Hongkong, 8th June, 1896. [1774]

PHENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [24]

SUN INSURANCE OFFICE, LONDON.
FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [25]

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
The Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st August, 1900. [2118]

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £300,000
RESERVE FUND £250,000
INTEREST allowed on Current Account at the rate of 2½ per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
" 6 " 3 " "
" 3 " 2 1/2% "
T. E. SANSON,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,000,000
HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:
Tokyo Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARI'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5½ per annum.
" 6 " 5% "
" 3 " 4% "
S. CHOW,
Hongkong Manager.
Hongkong, 17th April, 1900. [758]

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

- PAUL BREWITT.**
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.
- HUGHES & HUGHES.**
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.
- GEO. P. LAMBERT.**
Auctioneer, Valuer and Goods Broker,
Duddell Street.
- V. I. REMEDIOS.**
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

- STAG HOTEL.**
148 and 150, Queen's Road Central,
Comfortable and Cheap.
- THE WESTERN HOTEL.**
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

- "DAILY PRESS" OFFICE.**
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

- W. BREWER & CO.**
Printers, Bookbinders and Account Book
Manufacturers, 21 and 23, Queen's Road
(under Hongkong Hotel).

BUILDERS

- KANG ON.**
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

- THE PHARMACY.**
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

- THE VICTORIA DISPENSARY.**
Chemists and Druggists, High-class As-
sorted Waters, Dealers in Photographic
Requisites, Queen's Road.

- WATKINS, LD. APOTHECARIES' HALL, 68,**
Queen's Road Central, Cigars, Assorted
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

- KUHN & KOMOR.**
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

- KWONG HING.**
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

- WONG HOMI.**
Surgeon Dentist, 50, Queen's Road Central.
- WONG TAL FONG.**
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRESSERS

- EBRAHIM ELIAS & CO.**
Milliners, Silk, Moiré, Haberdashers,
Low Prices, 37, 39, Wellington Street.

- SEE WOO.**
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

- SPEERY FLOUR COMPANY.**
Merchant Millers, San Francisco.
Eastern Branch, Fadder Street,
WILLIAM WHITNEY, Manager.

FURNITURE WAREHOUSEMEN

- A CHEE & CO., Established 1850.**
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories,
17a, Queen's Road Central.

- LI KWONG LOONG.**
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

- THE MUTUAL STORES.**
SUB-AGENTS LITTON, LD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

- H. TIE.**
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream, 16, D'Aguiar
Street.

JEWELLERS

- KANG LEE & CO.**
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 38,
Queen's Road Central.

- MAISON LEVY HERMANOS.**
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

- SUN SHING, Established 1840.**
Silks, Gauzes, Crêpe Shawls, Chinaware,
Ivory, etc. Gold and Silversmiths and
Engravers, 90, Queen's Road Central.

- WAH LOONG.**
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

- EASTERN ACETYLENE LIGHTING
COMPANY.** Head office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

- WOODS & CO.**
Duddell Street, Agents for American and
European Export Houses.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

- E. HING.**
Enlarging, Developing, Printing, Mod-
ern Rates, 20a, Queen's Road East.
- MEE CHEUNG.**
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

- M. MUMEYA, JAPANESE ARTIST.**
Bromide and Crayon Enlargements. Work
done for Amateurs; 8a, Queen's Road, Cl.

- YEE CHUN.**
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

- H. YERA.**
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl, also Wanchai
Amateur's Requisites a Specialty.

PRINTING

- "DAILY PRESS" OFFICE.**
Proofs read by Englishmen.

RATTAN FURNITURE

- KWONG TAI LOY.**
Rattan Furniture, Bamboo, Blinds, Mat-
tresses all Colours, 18, Praya Central.

SILK GOODS DEALERS

- DHUNAMAL CHELLARAM.**
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

- THE GLOBE (TEJUMUL POUSSING).**
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars, 12, D'Aguiar Street.

- SINCERE & CO.**
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail, 123, Queen's
Road Central and 123, Wellington St.

- WASSIAMULL ASSOMULL.**
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace, 40, Queen's Road, Cl.

SILK LACE MANUFACTURERS

- FR. BLUNCK.**
Exporter of Real Hand-made Terehon Lace
in Silk, Linen and Cotton, Gamaselle and
Silk Embroideries, Hand-made Silk
and Lace Curious made to
order, 17, Queen's Road, Central.

STOREKEEPERS

- F. BLACKHEAD & CO.**
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

- KWONG SANG & CO.**
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 68, Praya Central.

- MORE & SEIMUND.**
Shipchandlers, Sailmakers, Riggers' Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

- AM-MEN, HING-CHEONG & CO.**
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

- R. HAUGHTON & CO.**
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

- HUNG YUEN.**
Outfitters, Shirt Makers, Hatters, Hosi-
ers, Drapers, 55, Queen's Road, Central.

- TAK CHEONG.**
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery and Drapers. Chinese Silk of
all kinds, 50, and 52, Queen's Rd. Central.

- YEE SANG FAT & CO.**
Outfitters, Piece-Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

- D. S. DADY BURJOR, "LOS FRIPINOS."**
"Emporium of the Best Manila Cigars," 25,
Pottinger Street.

- KRUSE & CO.**
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents.
Commaught House, Queen's Road.

- VICTORIA CIGAR DEPOT.**
1 and 2, Levee Street East. AGENTS FOR
W. KENNEDY & Co., 37, Calle San
Jacinto, Manila. "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

- H. PRICE & CO.**
12, Queen's Road
and Calle Anjou, Manila.

AMERICAN SYSTEM
OF
DENTISTRY

- AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POSEY & NOBLE).**
Hongkong, 15th September, 1899. [1758]

SIENTING

- SURGEON DENTIST,
No. 10, D'AGUIAR STREET.**
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [308]

NOTICE OF REMOVAL

- THE OFFICES OF THE
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO.
CHRONICLE & DIRECTORY.**
have this day been Removed to
9, PRAYA CENTRAL.
Entrances East Lane, recently Messrs.
Went & Co's Offices, behind Messrs. Shewan,
Tomes & Co's premises.
Hongkong 1st May, 1900.

A DIARY OF EVENTS IN PEKING.

FROM 1ST JUNE TO 27TH JUNE.

The following is the continuation of the
diary of a Chinese official specially translated
for the N.C. Daily News, the beginning of
which appeared in our issue of the 6th inst.:

16th June.—To-day the fire and smoke rising
from buildings set on fire in the great street
leading from the Wu-men (South-gate of the
Palace) was awful. So dense was the smoke that
throughout the day there was a pall over the
capital making the sun a pale yellow. It seems
that the Boxers had set fire to the old-established
Lao Tsung drug shop, and there being at the
time a strong south-west wind blowing, the con-
flagration had spread as far as the
Chien-mun (gate), westwards, it consumed the
whole of the coal-market, and southwards to the
banks of the canal leaped over the canal down
the great gate dividing the two Hupao streets
as far as the Drum tower outside the Chien-mun
(gate). No less than several hundred large
shops were destroyed in this conflagration.
Since the burning of Jewellers' Street (Chu-
pao-shih), and the silver-melters' establishments,
business has fallen considerably, causing even
the Sze-hung Bank to shut its doors. (This
Bank is the principal establishment of its kind
in Peking.) Since the fighting of the night of
the 14th inst., when the Boxers got three of their
number killed by the inmates of the Austrian
Legation, there has been a considerable distance
from the vicinity of the Legations, and during
the past two nights there have been no com-
motions near my house. The Boxers say
that the reason some of their number got killed
was due to their not having succeeded in learn-
ing the whole of the Boxer enchantments and
that those in Peking will have to wait until the
veteran Boxers arrive, when another attack will
be made against the Legations. But we have
daily confagurations just now, in which either
some church or house of a convert has been
made the victim.

19th June.—At noon to-day, as the German
Minister and his Interpreter were riding in
solar chairs to get to the Tsungli Yamen and
had got just north of the Tsan-pai (single
cannon) arch, suddenly there was heard a
shot in the solar chair of the Minister, due to
the revolver which he carried as personal pro-
tection going off accidentally (?). The soldiers
on guard at the Belgian Legation suspecting
that the shot had been fired by our Government
troops, the foreign soldiers immediately
opened their gates and began firing on
passers-by. The Belgian Legation is just next
to the Tsungli Yamen. Thereupon our Gov-
ernment troops returned the fire. During the
interval fusillades there in the solar chairs were
hit, the German Minister fatally. This was
the beginning of actual hostilities. The Gov-
ernment feeling that, under the circumstances,
the matter had got beyond recall, accordingly
decided for the first time, to order out the
Corps to attack the various Legations. I should
note that, previous to this date,—on the 14th
inst.—a decree had been issued appointing Na
Tung (Manchu) and Hui Ching-cheng (both
members of the Tsungli Yamen, the latter
President of the Manchurian Railways and ex-
Chinese Minister at St. Petersburg) to proceed
as High Commissioners to the Foreign troops
(on route to Peking to relieve the Legations) to
stay their advance. The two Commissioners took
with them interpreters, of whom my friend Ma
Kung-chien was one. His party got the next
day as far as Fengtai (the repair works of the
N. C. Railway, near Peking), when they were
arrested by Boxers and led to the Altar of their
Patron Saint ("Tsa-Sze") who is supposed to be
Kuangti god of war, during the present
crisis, he created. "Tsa-Sze" Conqueror to the
Divine. "Feng-tai" whence we now see the
animals of the Boxer rebellion). The Boxers were
most hostile with the imperial commissioners
and there were cries that the mandarins should
be disembowelled and their hearts and livers
should be offered before their Patron Saint's
altar. The commissioners stood their ground,
however, and tried to prove to the Boxers the
sincerity of their persons as servants of the
Emperor on a special errand; but the Boxer
leaders would not listen to the words of the
Commissioners and replied:

"We Boxer patriots only know our Patron
Saint and to obey his commands. We have
no need to ask the Throne for orders (in other
words, we only recognise the authority of our
leaders through our Patron Saint)—obtained
through an oracle—and decline to recognise
the authority of the Throne. If you two
Commissioners are allowed to proceed on your
way you will doubtless work with the For-
eigners for our ultimate destruction. As you
are really Ministers of the Throne it is not
proper that we should summarily decapitate
you; but we will (consult the oracle) ask our
Patron Saint for his orders in regard to you."
Three times was the oracle "worked," but no
answer came to them, but the fourth attempt
seemed to be successful, for the leaders of the
Boxers notified the Commissioners: "Our
Patron Saint has pardoned you from death, but
we warn you from proceeding further on your
journey. You had better return at once to
Peking and report matters to the Throne."
What a narrow escape from death!

20th June.—At 1 p.m. to-day, the Kansu
troops began firing on the Austrian Legation
from the Prince's Palace Great Street (Wang-
fu Ta-chieh), north of the Changan Memorial
Arch. The noise of the mutual firing from
rifles and guns was deafening while the bullets
constantly fell all round like rain-drops. The
firing lasted all night.

21st June.—This morning the firing com-
menced again with terrific earnestness, and as
I was trying to find out whether we were in
great danger or not, I perceived several Kansu
soldiers on top of our western neighbor's house
firing into the Austrian Legation. As I feared
that the foreign troops might direct their fire
on this house also and make it dangerous for us,
I at once took my family—wife, younger sister
and a little son and daughter—and fled with
them into Chiao-ming street (also near Legation-
street) for safety. At about 1.30 p.m., the
Austrian Legation was captured by the Kansu
troops, and at about 5 p.m. they began setting on
fire the buildings near by. The fire was just south
of my house distant about 150 yards and sepa-
rated only by a street—the Ch'ang-an street. As
night fell the buildings just east of the Austrian
Legation, namely, the Imperial Chinese Bank
and the Dollar Mint, got on fire, spreading
everywhere and illuminating the heavens all
night. None of us dared to sleep this night.

22nd June.—As morning broke we could see
that the conflagration was spreading east to
west, and burning more fiercely than ever, and
it seemed that the large Railway School between
the Austrian Legation and the Imperial Chinese
Bank had also been destroyed. At 9 a.m. to-day
just as we were at breakfast we suddenly heard
the noise of breaking into our western neigh-
bour's house, followed by rifle-shots and then
by shouts and cries of men, women, and child-
ren. At this moment our servant Li Yu
came rushing into the room we were in, with
pale face and excited manner, and said that
Government troops had begun to plunder the
neighbouring houses. Both myself and cousin,
who was with me, became pale and scared and
ordered Li Yu that if any one knocked at
our gates he was to open them at once and not

to wait for the soldiers) to break in themselves.
He was also instructed to talk in a friendly man-
ner to the intruders if they came and take care
not to rouse their anger. Shortly afterwards
the soldiers came rushing into our house also.
Some had come through from our western neigh-
bour's house while others broke in by the front
gate. The intruders numbered over twenty in
all, armed each one with a rifle, and seemed to
be in a most savage mood. I and my cousin
with my little son with my seal of office in hand,
met the soldiers outside our great hall and told
them that this was the residence of a metropol-
itan official. I said: "If you all are deter-
mined on plunder you are welcome to what we
have, but I pray that you will not maltreat and
frighten our little ones." No one replied, but
they began dragging out the whole contents of
our residence into the courtyard. Then they
broke open all our trunks and boxes, poured out
their contents, and having taken away the best—
valuable fur clothes, jewellery and money—
of these, the party left without further words.
Soon after these had left, a second party of
soldiers arrived, and having taken the best of
what had been left by the first party, left us
unmolested. Then a third party came and
having also taken of the best of the remnants,
quietly left, and so on until the 7th or 8th party
had come, cleaning up everything we had. All
our clothes had been taken and even the
banknotes I had secreted on my person were
taken by a man who searched me. When
we had been cleaned out, the soldiers be-
gan to leave, and I and my cousin, my wife
and Mr. Ma's house. But Mr. Ma appeared and
decided to resist the soldiers. This enraged the
soldiers who began to assault the place, climbing
the walls and roof-tops near by and firing into
the house. Bullets fell about plentifully and,
during the commotion, taking my little son
with me, I escaped to my landlord's house for
temporary safety. The cries and shouts had
now become more furious and the fusillades more
fierce—Mr. Ma's house was now surrounded by a
large crowd of soldiers and shrieks and cries for
help sounded far and near. A bullet penetrated
a widow of the room we all were in, and we
looked at one another with pale and scared
faces. At this moment Mr. Ma's house was set
fire to and began to burn fiercely; soldiers were
thick in front, rear, right, and left of our
street, all intent on pillage. I dared not leave
our place, as already three corpses were lying
about at the front door.

I saw a dead body just outside of my land-
lord's outer guest-hall and on examination
found it to be that of the son and heir of the
Wang family, lying at the east side of this
house. Greatly shocked and having no other
way of escape, I had to lie on the floor for about
two hours to escape the flying bullets. In the
meantime the fire at our eastern neighbour's
was burning more fiercely than ever, and at
this moment a soldier appeared at the great
hall threatening us with his rifle and demand-
ing money from us on pain of immediate death,
whereupon an old female servant of my land-
lord presented herself before the soldier, pray-
ing for mercy and saying that our all had al-
ready been taken by former parties of soldiers.
The soldier then went off apparently dis-
appointed. After a while the sound of pillage
gradually died out in our vicinity, and, taking
advantage of the lull, my cousin and I tried to
escape to the Grand Secretary Sun Chien-mai's
house (now retired). We had gone but a few
steps from our house, when we were suddenly
stopped by some soldiers who presented their
rifles and threatened to shoot us. By this time
all the front gates of houses in the neighbour-
hood were standing wide open and we speedily
sought refuge in one of these. Fortunately
no one pursued us. Here we stayed awhile
and seeing no one in the neighbourhood we
again ventured to start. Again we were pre-
vented in the same manner, after going for-
ward a few steps, and again did we seek
safety in a house near by. This last house
belonged to a Li family and was only five doors
away from our own. We found the father of
the Li's and his sons weeping bitterly, who
informed us that of nearly 15,000 worth of
money, jewellery, antique curios, etc., they had
been plundered of everything. As we two were
debating what to do next, the wind suddenly
changed, and the fire spreading eastwards threat-
ened the house of the Li's. The inmates were
in a dilemma; troops outside prevented escape,
while the conflagration was getting closer and
closer. At this moment there arose the cry that
a force of Government cavalry under its
colonel was coming from the westward and
this decided us to bolt back to our house at
the east of the street. Shouts and cries be-
came louder and with them the sound of a large
body of cavalry approaching. It appeared that
the Government troops had just then heard
of the pillaging, incendiarism, and rioting
of the Kansu troops and had now come to
restore order. I therefore took advantage of
this to make my way to Grand Secretary Sun's
house. As I arrived I saw H.E. who had just
got into an open sedan chair—the chair in
which he is allowed by special edict to ride
when going to the Palace—proceeding on his
way to visit the Grand Secretary Hui T'ung
(the late apparent second Tutor and known
to be the most bigoted of Conservatives at Court).
H.E. Sun seemed to be greatly agitated and
scared. His house had been pillaged during
the night and he had been treated worst of all.
I found his son with only his underclothes on.
He even had been stripped of everything by the
riotous soldiers. They had threatened H.E.
with their rifles while demanding money, etc.,
and had taken everything—even to furniture
and the couple of carts and mules H.E. kept for
travelling about. These last were used by the
soldiers to carry away their plunder. About
this time I saw that the conflagration in the
vicinity of my house had nearly died out, but I
decided not to return and determined to stay
in H.E.'s house for the night, anyhow. It
was then only about 2 o'clock p.m. Shortly after-
wards I heard people saying that orders had
been issued from the headquarters of the Govern-
ment troops that anyone found looting would
be summarily decapitated and his head hung up
at the scene of looting, and in a few minutes a
cavalry soldiers appeared with some heads which
they hung up at the gates of H.E.'s house as a
warning to all. This had a good effect, for im-
mediately the looting soldiers began to dis-
appear. Upon this I determined to return
home again and returning on Foot I beheld num-
bers of corpses strewn the streets, and getting to
my house learned that all our neighbours had
lost some of their number by the bullets of the
plundering soldiers; I also learned that the
mother of Wen, the Censor, had been killed
during the riot by some soldier's sword. In Mr.
Ma's house—the place which first began to resist
two persons had been killed, one the door-
keeper, and the other the cookman. At our
western neighbour's, three had been slain—the
hair of the house and two servants. We were
thankful that we had escaped with our
lives; nor was any one wounded. This
was really because we made no resistance
and quickly opened our gates to the soldiers,
and also because we had the previous day
first removed our women and children to a
place of safety (to the Chiao-ming street). Had
they been present I am afraid that their cries
and terror would probably have angered the
soldiers and mischief followed. How exceed-
ingly fortunate we were you can easily im-

As for these riots and looting, it was entirely
unexpected by everyone here, for although we
knew that rioting and outrages were frequent
both inside and outside Peking, our quarter
being surrounded by a cordon of Government
troops we thought ourselves perfectly safe from
trouble, and so no one had sought safety in
flight and removal elsewhere. Hence this cala-
mity came down like a thunderstorm in a clear
sky. On the contrary, many families had
sought safety by moving into our quarter.
What was our astonishment, then, that the
trouble should have actually sprung from regular
troops, who indeed proved to be more savage
and more insatiable than even the local outlaws
and ruffians. I hear also that the residence of the
Grand Secretary Hui T'ung and the palace of
Prince Su were also plundered and that after be-
ing looted clean they were set fire to. The
troops seemed to fear nothing. The troops
who commenced the pillaging were the Kansu
men of Tung Fu-ching. Then troops belong-
ing to Jung Lu's own personal command (the Mid-
dle Corps of the "Wuwei Army," Grand Army
of the North) came on the scene to restore
order and preserve the peace; but instead of
doing this they actually joined the Kansu men
in getting loot! Eventually it was found that
Jung Lu's own army were the greatest sinners in
this respect.

23rd June.—Early this morning Jung Lu
arrived in person at Grand Secretary Sun's
residence to investigate the matter of the recent
outrages and pillage. Taking advantage of this
I followed Jung Lu's car and made a try and
got to Ma Kung-chien's house, east of the street.
At night we began to see Taichang, and the
houses near Legation Street on fire. I
mounted the top of Ma Kung-chien's house and
had a good view of the conflagration, the flames
spreading along and looking like a long fire
drizzle.

24th June.—Commencing from to-day the
sound of rifle firing has never ceased, springing
up on all sides, that in the direction of the Bridge
over the Imperial Canal (Yi-ho-chiao) being the
most severe. Behind the Hanlin Academy is
the British Legation, and this has been the
place of concentration of all the foreign troops
here. When the fighting between troops and
Boxers against the foreign troops first began, a
large number of native Christians made a sortie
from the Legation with the object of escaping.
They were all armed with rifles and weapons
and struck at whomever opposed them. Many
of the regular troops and Boxers then chased the
Christians, and went about hunting for them so
that no one could venture on the streets. No
mercy was shown to the Christians and where-
ever found they were at once killed. Some of
the houses searched were also set fire to after-
wards, and the Christians taken out led to the
Lamp-light Market where they were burned to
cinders.

27th June.—To-day the British Legation was
taken and the foreign troops took refuge in the
T'ung-tung (Hui) line. The houses in Chiao-
ming street and by this time all been burned
down to the ground, scarcely any being left standing.
At night the firing suddenly became silent. I
wonder why?

A LONG NERVOUS STORM.

If you ever watched a dentist draw a nerve
out of a tooth, you will remember how much it
looks like a little snip of wet, white cotton
thread. How can so contemptible a thing inflict
such a mountain of agony? And why does it do
it? "Disease," you say. Ah, surely. A
simple and obvious answer; yet in what way does
the true nerve-fibre, wrapped up and coated, as it
is, like the wires in a submarine cable, get to be
diseased?

Yet, somehow, these soft strings do become
fiercely out of order, or our friend Miss Hunt,
alluding to the neuralgia from which she once
suffered, would not say, "Sometimes I was al-
most mad with the pain." And that is but one
of many forms of torture imposed on us by the
nerves; yet without these nerves we should be
but lumps of clay—lacking feeling and power of
motion.

How can we cure these dreadful nerve-pains?
The drug shops abound in so-called remedies for
them, yet they are only as breath to cool the air
of a torrid summer day. The real cause and
cure are among Nature's deeper secrets. Can
we find them?

"Nearly all my life," says Miss Hunt, "I have
suffered from indigestion of an aggravated kind.
I felt low, weary and weak, having little or no
energy. My appetite was variable. At one time
I would eat voraciously, and at other times I
could not touch a morsel of food."

"After eating I had great distress at the chest
and around the sides. I suffered martyrdom
from the horrid pain in my stomach and limbs.
As the years passed by my nerves became totally
unstrung, and I endured untold misery from
neuralgia. My lips and half my face were al-
most dead from this distressing malady."

"The lady will pardon the writer. In the
sense of being objects of use and pleasure, they
were in truth practically dead; but in another
sense they were horribly alive, as the sky is when it
is pierced and rent with the lances of the
lightning."

"I consulted," she adds, "doctor after doctor,
but none of all their medicines and applications
I found little or no relief. Sometimes I was al-
most mad with the pain."

"Not a doubt of it. Under such circumstances
the body is a poison-house of keen suffering, and
people have, not infrequently, taken their own
lives to escape from it. Only acute rheumatism
or gout can be compared with neuralgia and
(please observe) the whole three are forms of the
same thing—results of the same cause. Hence
sufferers from the former two ailments will be
wise also to read this essay to its end."

"In June, 1896," continues the letter, "a book
was left at my house in which I read of many
persons who had been cured by a medicine called
Mother Seigel's Syrup. I bought a supply
from a chemist in New North Road, and soon
my indigestion got better, the pain in my head
and limbs was easier, and I felt stronger than I
had done for years."

"I think it only right that others should know
of what has done so much for me. You have,
therefore, my permission to make this statement
public if you like. (Signed) (Miss) S. Hunt,
57, Dale View Road, Stamford Hill, London,
June 30th, 1896."

Our correspondent is a schoolmistress, and as
her letter shows, a woman of fine intelligence.
At the outset she names the

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	MALTA	Brit. str.	—	F. J. Cole	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON via SUEZ CANAL	RHIFUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 21st inst.
LONDON via SUEZ CANAL	PROMETHEUS	Brit. str.	—	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.	—	Barwise	P. & O. S. N. Co.	On or about 6th Sept.
NEW YORK via SUEZ CANAL	GLAUCUS	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	SARPEDON	Brit. str.	—	Thompson	BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL DIRECT	IXION	Brit. str.	—	E. Prehn	BUTTERFIELD & SWIRE	On 18th Sept.
BREMEN, via PORTS OF CALL	WEIMAR	Ger. str.	—	Thompson	MELCHERS & CO.	On 23rd inst. at Noon.
MARSEILLES &c, via PORTS OF CALL	ANNAM	Frén. str.	—	Poydenot	MELCHERS & CO.	On 13th inst. at 1 p.m.
MARSEILLES & LONDON	BANCA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 14th inst.
MARSEILLES & LONDON via MANILA	THENAI	Brit. str.	—	Davies	JARDINE, MATHESON & CO.	On 23rd inst.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	KANAGAWA MARU	Jap. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
HAVRE & HAMBURG	SIBERIA	Ger. str.	—	Behrens	CARLOWITZ & CO.	To-morrow, at Noon.
HAVRE & HAMBURG	MARDUK	Ger. str.	—	Binzer	CARLOWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
NEW YORK via SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	W. E. Craven	DODWELL & CO., LIMITED	On or about 24th inst.
NEW YORK via SUEZ CANAL	INDRAVELLI	Brit. str.	—	G. E. Elliott	JARDINE, MATHESON & CO.	On or about 24th inst.
VICTORIA, B.C., & TACOMA	BRECONSHIRE	Brit. str.	—	G. D. Bowles, R.N.R.	DODWELL & CO., LIMITED	On 18th inst.
VICTORIA & Vancouver, B.C., v. INLAND SEA, &c.	TARTAR	Brit. str.	—	J. W. Ekstrand	CANADIAN PACIFIC R. CO.	On 15th inst. at Daylight.
VICTORIA, B.C., &c, via SHANGHAI, &c.	RIOJUN MARU	Jap. str.	—	O. P. Marshall, R.N.R.	NIPPON YUSEN KAISHA	On 27th inst. at 4 p.m.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	W. Watt	CANADIAN PACIFIC R. CO.	On 29th inst.
PORTLAND, OREGON, &c.	BRAEMAR	Brit. str.	—	Moore	DODWELL & CO., LIMITED	On 25th inst.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	Anderson	TOYO KISEN KAISHA	On 16th inst. at Noon.
SAN FRANCISCO via AMOY, &c.	CITY OF E. DE JANEIRO	Amr. str.	—	E. Wilson Haswell	PACIFIC MAIL S. S. CO.	On 25th inst. at Noon.
SAN DIEGO, &c, via SHANGHAI, &c.	CORTIC	Brit. str.	—	Krebs	O. & O. S. S. Co.	On 1st Sept. at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 18th inst. at Noon.
AUSTRALIAN PORTS	THANAN	Brit. str.	—	R. Mayer	BUTTERFIELD & SWIRE	On 15th inst. at 4 p.m.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	C. C. Talbot	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	MINCHEN	Ger. str.	—	J. Thom	MELCHERS & CO.	On 14th Sept. at 4 p.m.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	—	Phillips	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
YOKOHAMA & KOBE via KLAIOCHAU	CHINA	Amr. str.	—	Laver	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
YOKOHAMA, via NAGASAKI & KOBE	ROSETTA	Brit. str.	—	S. Yoshizawa	SANDER, WIDLER & CO.	On or about 18th inst.
NAGASAKI, KOBE & YOKOHAMA	FUTANI MARU	Jap. str.	—	A. F. Street	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
SHIMONOSEKI	NINGPO	Brit. str.	—	Schmitz	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHIMONOSEKI	KALGAN	Brit. str.	—	A. Symons	BUTTERFIELD & SWIRE	To-morrow, at Noon.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	H. Nagata	NIPPON YUSEN KAISHA	On 14th inst. at Daylight.
SHANGHAI	CHIHUI	Brit. str.	—	S. Atsumi	BUTTERFIELD & SWIRE	To-day, at 5 p.m.
SHANGHAI & JAPAN	YAKRA	Frén. str.	—	R. W. Almond	JARDINE, MATHESON & CO.	On 15th inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	FAIRAMATTA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 17th inst. at 4 p.m.
SHANGHAI	THALIA	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
SWATOW	TAMBOU MARU	Jap. str.	—	Geo. T. Blaxland	SEWAN TOMES & CO.	On 15th inst. at 5 p.m.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.	—	Quail	BUTTERFIELD & SWIRE	To-morrow, at 5 p.m.
SWATOW, AMOY & TAIWANFOO	NEWCHANG	Brit. str.	—	Sartorio	CARLOWITZ & CO.	
TAMSUI	MENMUIR	Brit. str.	—			
MANILA DIRECT	YUENSANG	Brit. str.	—			
MANILA	CHANGSHA	Brit. str.	—			
MANILA	SUNGKIANG	Brit. str.	—			
MANILA	TSINAN	Brit. str.	—			
ILOILO DIRECT	ESMERALDA	Brit. str.	—			
BATAVIA, SAMARANG & SOURABAYA	SHANTUNG	Brit. str.	—			
SINGAPORE, PENANG & BOMBAY	BORNIKA	Ital. str.	—			

SHIPPING.

ARRIVALS.
Aug. 8, IONDA, H.M. Transport, 5,332 G. D. Clarke, Taku 1st August.
Aug. 8, SHANGHAI, British str., 2,163, A. F. Street, London 1st July, General.—P. & O. S. N. Co.
Aug. 9, AIRLIE, British str., 2,500, St. John. George, Sydney 12th July and Manila. 6th August, General.—GIBB, LIVINGSTON & CO.
Aug. 9, BENLUTHA, British steamer, 1,320, T. Sleeman, Shanghai 5th Aug. General.—CHINESE.
Aug. 9, WESTGATE, British ship, 1,830, Neville. New York 8th April, Koroimo.—STANDARD OIL CO.
Aug. 9, HUMBER, British storeship, 1,140, H. J. Davison, Shanghai 5th August.
Aug. 9, ALBERNA, German str., 2,745, H. P. Peterson, Japan via Amoy 7th Aug. Tea and General.—CARLOWITZ & CO.
Aug. 9, CHINA, German steamer, 1,113, Voss. Saigon 6th Aug. Rice.—SIEMSEN & CO.
Aug. 9, HINCHU, British str., 1,365, Klopfer. Canton 9th Aug. General.—CHINESE.
Aug. 9, ONANG, British str., 1,787, J. Young. Pasorou 30th July, Sugar.—JARDINE, MATHESON & CO.
Aug. 9, THALES, British str., 825, Pasmore. Swatow 8th August, General.—DOUGLAS LIPTRAIT & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
9th August.
Shantung, British str., for Yokohama.
Royalist, British str., for Guam.
Kirkdale, British str., for Wollmire.
Apenrade, German str., for Haiphong.
Denters, German str., for Saigon.
Entero, British str., for Sydney, &c.
Wakasa Maru, Japanese str., for London.
Chihui, British str., for Shanghai.
R. C. Rickover, German ship, for Bangkok.

DEPARTURES.

Aug. 8, MOHAWK, British steamer, for Shanghai.
Aug. 9, DIAMANTE, British str., for Manila.
Aug. 9, KONIG ALBERT, Ger. str., for Europe.
Aug. 9, NANCHANG, British str., for Hongay.
Aug. 9, HAITAN, British str., for Swatow.
Aug. 9, CALCHAS, British str., for London.
Aug. 9, HINCHU, British str., for Shanghai.
Aug. 9, BENLUTHA, British str., for Canton.
Aug. 9, PRITOS, German str., for Saigon.
Aug. 9, LOONGSANG, British str., for Manila.

VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Argus, U.S.S. Iris, Tsiman, Tartar, H.M.S. Otter. COSMOPOLITAN DOCK.—Chowfa.
The British steamer *Bendulite*, from Shanghai 5th August, had light to moderate S. and S.W. winds, with very fine weather throughout.
The British steamer *Dales*, from Swatow 8th August, had light variable winds and fine weather. Steamers in Swatow—*Kewilla*, *Tamsui*, *Newchang* and *Chamshan*.
The British steamer *Arlie*, from Sydney 12th July, Brisbane 15th, Townsville 18th, Thursday Island 21st, Port Darwin 26th, Timor 28th and Manila 6th August, experienced moderate S.W. winds and fine weather from Sydney and along the Australian coast to Thursday Island; thence to Port Darwin fresh S. and S.E. winds; thence to Timor and on to Banks Island light variable winds; thence to Manila moderate to fresh N.W. winds. From Manila to port light variable winds and fine weather. Exchange signals with the ship *Lochter Castle* in lat. 20°12' N., long. 116°05' E., steering N.E.

VESSEL ON THE BERTH.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA DIRECT.
THE Company's Steamship
"MENMUIR."
Captain R. W. Almond, will be despatched as above TO-WAY, the 10th August, at 5 p.m.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 7th August, 1900. [2167]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship
"CHIHUI."
Captain Newcomb, will be despatched as above TO-WAY, the 10th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th August, 1900. [2157]

INDO-CHINA STEAM-NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"YUENSANG."
Captain Rolfe, will be despatched as above TO-WAY, the 10th inst., at 5 p.m.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 7th August, 1900. [2166]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHIMONOSEKI.
THE Company's Steamship
"NINGPO."
Captain Phillips, will be despatched as above TO-MORROW, the 11th inst., at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2158]

NAVIGAZIONE GENERALE ITALIANA (FRIGIO AND RUBATINO UNITED COMPANIES).
STEAM FOR SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, ALEXANDRIA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BAUCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.
THE Steamship
"BORNIKA."
Captain Sartorio, will be despatched as above TO-MORROW, the 11th inst. at 5 p.m.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 8th August, 1900. [2159]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"TAMSUI MARU."
Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 12th August, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 6th August, 1900. [15]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL DIRECT.
(Taking Cargo at LONDON rates.)
THE Company's Steamship
"SARPEDON."
Captain Grier, will be despatched as above on MONDAY, the 13th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [1893]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 29th Aug., 1900
"EMPEROR OF JAPAN," Comdr. G. E. O. Lee, R.N.R., WEDNESDAY, 29th Sept., 1900
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Piddler Street.
Hongkong, 9th August, 1900. [9]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
FOR SHANGHAI and SHANGHAI (About 10th) Freight or Passage.
JAPAN { A. F. Street { August { Freight or Passage.
MARSEILLES AND BANCA { About 14th { Freight.
LONDON { G. W. Babet { August { Freight.
SHANGHAI { PARRANATTA { About 17th { Freight or Passage.
LONDON &c { MALTA { Noon, 18th { See Special Advertisement.
YOKOHAMA via NA- { ROSETTA { August { (Passing through the Inland
GASAKI & KOBE { C. C. Talbot, R.N.R. { August { Sea). Freight or Passage.
LONDON { JAVIA { (About 6th) { Freight or Passage.
{ G. W. Gordon, R.N.R. { September { Freight or Passage.
For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 2nd August, 1900. [1]

HAMBURG-AMERIKA LINIE
(FREIGHT SERVICE).
NORDDEUTSCHER LLOYD
(FREIGHT SERVICE).
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)
PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
* SILEBIA { HAVRE & HAMBURG { Noon, 11th { Freight and
Capt. M. J. { (London with transshipment in Hamburg) { Aug. { Passage.
MAHEBRO { HAVRE & HAMBURG { About 12th { Freight.
Capt. v. Binzer { (London with transshipment in Hamburg) { Sept. { Freight.
* SIBIRIA { HAVRE & HAMBURG { About 20th { Freight and
Capt. Braun { (London with transshipment in Hamburg) { Sept. { Passage.
SAXONIA { HAVRE & HAMBURG { About 20th { Freight.
Capt. Jager { (London with transshipment in Hamburg) { Sept. { Freight.
SERBIA { HAVRE & HAMBURG { About 15th { Freight.
Capt. Sachs { (London with transshipment in Hamburg) { October { Freight.
* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFERDIENST.
Hongkong, 26th July, 1900. [13]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
WEIMAR { THURSDAY { 23rd August.
PRINZ HEINRICH { THURSDAY { 30th September.
PREUSSEN { THURSDAY { 20th September.
HAMBURG (Hamburg-Amerika Linie) { WEDNESDAY { 3rd October.
SACHSEN { WEDNESDAY { 17th October.
OLDENBURG { WEDNESDAY { 31st October.
BAYERN { WEDNESDAY { 14th November.
STUTTGART { WEDNESDAY { 28th November.
KONIG ALBERT { WEDNESDAY { 12th December.
PRINZ HEINRICH { WEDNESDAY { 24th December.

ON THURSDAY, the 23rd day of August, 1900, at Noon, the Steamship "WEIMAR," Captain E. Prehn, of the NORDDEUTSCHER LLOYD, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 21st August, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 22nd August, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 22nd August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 10th August, 1900. [8]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
HIROSHIMA MARU { MOJI, KOBE and YOKOHAMA { TUESDAY, 14th Aug., at
S. Yoshizawa { DAYLIGHT.
KANAGAWA MARU { MARSEILLES, LONDON, and { FRIDAY, 24th Aug., at
J. MacKenzie { ANTWERP, via SINGAPORE, { DAYLIGHT.
{ PENANG, COLOMBO & PORT SAID.
KASUGA MARU { SYDNEY and MELBOURNE, via { FRIDAY, 24th Aug., at
E. Wilson Haswell { MANILA, THURSDAY ISLAND, { 4 p.m.
{ TOWNSVILLE & BRISBANE.
FUTANI MARU { NAGASAKI, KOBE and YOKO- { SATURDAY, 25th Aug., at
J. Thom { HAMA { Noon.
* RIJOUN MARU { VICTORIA, B.C., and SEATTLE { MONDAY, 27th Aug., at
J. W. Ekstrand { U.S.A., via SHANGHAI, KOBE { 4 p.m.
{ and YOKOHAMA.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 6th August, 1900. [12]

NORTHERN PACIFIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.
Steamer. Tons. Captain. Proposed Sailing. Steamer. Tons. Captain. Proposed Sailing.
BRECONSHIRE 3,567 G. E. Elliott, Aug. 19 BRANKMAN 3,601 W. Watt Aug. 25
OLYMPIA 2,837 S. Truebridge, Sept. 1 ARVILL 2,807 W. S. Thomson Sept. 20
GLENOCLE 3,750 W. Frakes, Sept. 11 MONSHIRE 2,872 J. Kennedy Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
HONGKONG TO LONDON, 27.
Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK, 24.
The Railroad travelling is second to none on the American Continent, two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. THE YELLOWSTONE NATIONAL PARK route.
HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 225.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DETROIT and ST. MICHAEL.
HONGKONG TO YELLOWSTONE PARK AND BACK, 265 10s. 0d.
This rate covers the ocean voyage to TACOMA or PORTLAND and back; Railway from TACOMA or PORTLAND to CINCINNATI and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.
These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on the N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.
Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 1st August, 1900. [10]

NATAL LINE OF STEAMERS. UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue, THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 6th August, 1900. [2026]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"YARRA."
Captain Schmitz, will be despatched for the above ports on or about SUNDAY, the 12th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 9th August, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHEFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN, HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"CARLEISLE CITY" On 13th Aug., at NOON.
"BELGIAN KING" 3,379 Tons, about 15th Sept.

THE Steamship "CARLEISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, MOJI, KOBE, YOKOHAMA, and HONOLULU, on MONDAY, the 13th August, at NOON.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Values of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th August, 1900.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

THE Company's Steamship

"TARTAR,"
Captain G. D. BOWLES, R.N.R., will leave Hongkong on or about WEDNESDAY, the 15th August, 1900, at DAYLIGHT, FOR VICTORIA AND VANCOUVER, B.C. (VIA INLAND SEA, KOBE AND YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.
For Freight or Passage, apply to
D. E. BROWN, General Agent, Hongkong.
Hongkong, 9th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on WEDNESDAY, the 15th August, at NOON.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber and a daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th July, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MALTA,"
Captain F. J. Cole, R.N.R., carrying Her Majesty's Mails, will be despatched from this office on SATURDAY, the 18th August, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 8th August, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22nd August, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 8th August, 1900.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSAILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYBE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 13th August, 1900, at 1 p.m., the Company's Steamship "ANNAM," Captain Poydenot, with Mails, Passengers, Specie and Cargo, will leave this port for MARSAILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australien*, which vessel takes on her Passengers and Mails, leaving that port on the 25th August direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 12th August. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further Particulars, apply to the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 31st July, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 16th August, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTH PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 23rd June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched on FRIDAY, the 17th inst., at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th August, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"
Captain Quill, will be despatched as above on MONDAY, the 3rd prox.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th August, 1900.

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched as above on MONDAY, the 20th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched on MONDAY, the 20th August, at NOON.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th July, 1900.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA AND LONDON VIA

THE Company's Steamship

"TEENKAI,"
Davies, Commander, will be despatched as above on THURSDAY, the 23rd inst.
For Freight, &c., apply to
JARDINE, MATHESON & CO., Agents.
Hongkong, 8th August, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at NOON.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 1st September, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.
C. L. GORHAM, Acting Agent.
Hongkong, 7th August, 1900.

NORDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, PINSCHAFEN, HERBERTS-HOHE, TOWNVILLE, ROCKHAMPTON, BRISBANE AND SYDNEY.

ON WEDNESDAY, the 8th September, 1900, at NOON.
THE Steamship

"MUNCHEN,"
(4,536 Reg. Tonnage),
Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewards.
Linen can be washed on board.
For further Particulars, apply to
MEYER & CO., Agents.
Hongkong, 10th July, 1900.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).
THE Company's Steamship

"PROMETHEUS,"
Captain Day, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th July, 1900.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
J. P. HITCHCOCK, Amr. ship, Gates—Siemens & Co.
E. C. RICKMERS, German ship, Otto—Arnhold, Karberg & Co.
NORWOOD, British ship, Thos. Roy.—Order.

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NORWOOD, British ship, Thos. Roy.—Order.

NOTICES TO CONSIGNEES.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

"PRINZ HEINRICH,"
OF THE NORDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 14th August, and THURSDAY, the 16th August, at 9.30 A.M.

All claims must reach us before the 19th August, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 8th August, 1900.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTONI UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BORMIDA,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th inst. will be subject to rent.
Bills of Lading will be countersigned by
CARLOWITZ & CO., Agents.

Hongkong, 7th August, 1900.

HONGKONG STEAMERS.

Aidis, British steamer, 2,500, George, Aug. 9.
Gibb, Livingston & Co.
Albion, German str., 2,745, Petersen, Aug. 9.

Carlowitz & Co.
Apenrade, German str., 611, Bendixen, Aug. 8.
Jensen & Co.

Bormida, Italian str., 1,499, Sartorio, Aug. 6.
Carlowitz & Co.

Carlisle City, British str., 1,894, Patterson, July 28.
Butterfield & Swire

Chibbi, British str., 1,158, Newcomb, Aug. 4.
Butterfield & Swire

China, German steamer, 1,113, Voss, Aug. 9.
Siemens & Co.

Chowfa, German str., 1,155, Williamson, Aug. 2.
Butterfield & Swire

Deutsche, German str., 1,001, Petersen, Aug. 5.
Siemens & Co.

Devanwone, German str., 1,200, Feylor, Aug. 6.
Butterfield & Swire

Drumright, British str., 1,600, Fowler, July 28.
Dodwell & Co., Limited

Eastern, British steamer, 3,000, Ellis, Aug. 5.
Gibb, Livingston & Co.

Kalgan, British steamer, 1,158, Laver, Aug. 3.
Butterfield & Swire

Kirkdale, British str., 1,353, Gibson, Aug. 7.
Admiralty

Loonok, British str., 1,020, Jackson, Aug. 5.
Order

SAILING VESSELS.

Carmanian, British ship, 1,772, Bunn, July 9.
Standard Oil Co.

Emmala, British sch., 130, Harrison, April 14.
Jardine, Matheson & Co.

J. P. HITCHCOCK, American ship, 2,100, Gates, July 2, Siemens & Co.

Mannell Lagunas, Amr. ship, 1,650, Small, Aug. 6.
Standard Oil Co.

Norwood, British ship, 1,538, Roy, July 31.
Order

R. C. BICKMERS, Ger. ship, 1,638, Otto, July 10.
Standard Oil Co.

Sachem, Amr. bark, 1,267, Nickles, July 13.
Standard Oil Co.

Sierra Estrella, British ship, 1,397, Farmer, July 8, Dodwell & Co., Limited

Standfield, British bark, 562, Wilson, June 22.
Order

Tam O'Shanter, Amr. ship, 1,432, Ballard, May 16.
Standard Oil Co.

Westgate, British ship, 1,830, Neville, Aug. 9.
Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcidity, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Crockett, at Shanghai

Algerine, sloop, 6 guns, 1,100 h.p., Comdr. E. H. Johnston Stewart, at Taku

Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Buyl, at Newchwang

Barclay, battle-ship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrander, at Taku

Bonaventure, cruiser, 10 guns, 7,000 h.p., Capt. J. C. Sawle, at Shanghai

Brisk, cruiser, 6 guns, 5,000 h.p., Comdr. Sir B. R. S. Wray, Bart., at Singapore

Centurion, flag-ship, 12 guns, 9,000 h.p., Capt. J. E. Jellicoe, at Shanghai

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. Whittington-Ingram, at Shanghai

Dmo, cruiser, 2nd class, Capt. P. F. Tildard, at Shanghai

Eudymion, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku

Esq, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chadwick, at Shanghai

Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, Peiho River

Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong

Goliath, battle-ship, 16 guns, 12,950 tons, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai

Handy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong

Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Shanghai

Hermione, cruiser, 10 guns, 7,000 h.p., Capt. R. S. D. Cumming, Nanking

Hummer, storeship, Comdr. H. J. Davison, at Hongkong

Isis, cruiser, 2nd class, Capt. G. M. Henderson, at Hongkong

POST OFFICE NOTICES.

The Yarra, with the French mail of the 9th July, left Saigon on Thursday, the 9th inst., at 1 a.m., and may be expected here on or about Sunday, the 12th inst. This packet brings replies to letters despatched from Hongkong on 9th June.

The City of Rio de Janeiro, with the American Mail dated 15th inst., left Yokohama on Friday, the 10th inst., at daylight, and may be expected here on or about Saturday, the 18th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Swatow	Thales	Friday, 10th, 10.00 A.M.
Singapore	Albenga	Friday, 10th, 11.00 A.M.
Chiofo and Newchwang	Trym	Friday, 10th, 11.00 A.M.
Shanghai	Chitli	Friday, 10th, 11.00 A.M.
Manila	Memuir	Friday, 10th, 4.00 P.M.
Manila	Yuenang	Friday, 10th, 4.00 P.M.
Kamohuk and Samahui	Saitong	Friday, 10th, 4.00 P.M.
Samahui and Wuchow	Wachow	Friday, 10th, 4.00 P.M.
Hainan	Haiting	Saturday, 11th, 9.00 A.M.
Singapore	Silecia	Saturday, 11th, 10.00 A.M.
Swatow, Amoy and Tamsui	Tamsui Mara	Saturday, 11th, 5.00 P.M.
Singapore, Penang and Bantay	Namida	Saturday, 11th, 5.00 P.M.
Kamohuk and Samahui	Saitong	Sunday, 12th, 9.00 A.M.
Shanghai, Kobe, Yokohama, San Diego, and San Francisco	Carlide City	Sunday, 12th, 9.00 A.M.

Europe, &c., India via Taticorin.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Samahui and Wuchow
Kobe, Yokohama, Vancouver and Victoria (B.C.)
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.

Europe, &c., India via Taticorin.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents.)

Europe, &c., India via Taticorin.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

TO-MORROW.
Sals, Furniture, 1 and 2, Knutsford Terrace, Kowloon, Mr. Geo. P. Lummett, 2.45 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 9th August.

EXCHANGE.

ON LONDON—	Telegraphic Transfer	2/04
Bank Bills, on demand		2/04
Bank Bills, at 30 days sight		2/04
Bank Bills, at 4 months sight		2/04
Credits, at 4 months sight		2/04
Documentary Bills, 4 months sight		2/04
ON PARIS—	Bank Bills, on demand	2/53
Credits, 4 months sight		2/53
ON GERMANY—	On demand	2/00
ON NEW YORK—	Bank Bills, on demand	49
Credits, 60 days sight		50
ON DUBLIN—	Telegraphic Transfer	1514
Bank, on demand		1514
ON CALCUTTA—	Telegraphic Transfer	1514
Bank, on demand		1514
ON SHANGHAI—	Bank, at sight	714
Private, 30 days sight		714
ON YOKOHAMA—	On demand	14 p.p.m.
ON MANILA—	On demand	23 p.p.m.
ON SINGAPORE—	On demand	2 p.p.m.
ON BATAVIA—	On demand	121
ON HONGKONG—	On demand	34 p.p.m.
ON SAIGON—	On demand	3 p.p.m.
ON BANGKOK—	On demand	60
SOVEREIGNS, Bank's Buying Rate		183
GOLD LEAF, 100 fine, per tael		52.25
BAR SILVER, per oz.		28

VESSELS EXPECTED.

THE FRENCH MAIL.
The M. M. steamer Yarra, with the next French mail, left Saigon on Thursday, at 1 a.m., for this port.

THE AMERICAN MAIL.
The P. M. steamer City of Rio de Janeiro, with mails, &c., left Yokohama for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 10th inst.

The T. K. K. steamer America Mary, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

THE CANADIAN MAIL.
The C. P. R. steamer Empress of India left Vancouver for Hongkong via usual ports of call on Monday, the 14th inst.

MERCHANT STEAMERS.
The N. P. steamer Olympia sailed from Tacoma for Japan and Hongkong on the 14th inst.

The N. P. steamer Braemar sailed from Portland, Oregon, on the 24th ult. for Japan and Hongkong.

The N. Y. K. steamer Hiroshima Maru (Bantay Lih) left Singapore for this port on Monday, 6th inst.

The Austrian Lloyd's steamer Franz Ferdinand left Kobe via Moji for this port on Monday, 6th inst.

The O. S. S. steamer Laila left Singapore on the 7th inst., and is due in Hongkong on 12th inst.

The O. S. S. steamer Hector left Singapore at noon on the 7th inst., and is due in Hongkong on 12th inst.

The Indo-China steamer Suiang, from Calcutta and Straits, left Singapore for this port on Tuesday, 7th inst., at 2 p.m.

The steamer Indaver, from Antwerp and London, left Singapore on 7th inst. for this port.

The Austrian Lloyd's steamer China left Singapore for this port on Thursday, 9th inst.

PEERLESS SCOTS WHISKIES.
HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "POT STILLIES" at \$13.00
5 Star, SPECIAL—The finest of all "POT STILLIES" at \$19.00
Stop drinking rank, smoky stuff, because it comes from the SOA—
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured.
Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD & CO.
MITSUI RUSSIAN KAISHA
YUBARI AND SORACHI COALS.
HOKKAIDO TANKO TETSUO KAISHA
(HOKKAIDO COLLIERY AND RAILWAY CO.)
CAPITAL YEN 12,000,000 ANNUAL OUTPUT 100,000 TONS
PORTS OF EXPORT—OZARU AND MURORAT
The celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Osaka, Manama, Shanghai, Hongkong, and other principal ports.
OFFICE: MINAMI IDZUMI, TOKYO, JAPAN
Telegrams: "TANKO" TOKYO.
HUGHES & HOUGH, Agents for Hongkong.

JOINT STOCK SHARES.

HONGKONG, 9th August.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAYED UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation, Ltd.	80,000	\$125	\$125	30% div. & 10% bonus at 1/12 1/2, = \$23.54 for 2nd half year '99	305 p. ct. pr. = \$306
Bank of China & Japan, Ltd.	100,875	24	24	None	41
Do. Deferred	100,875	24	24	None	41
National Bank of China, Ltd.	19,975 B	40	40	2.8 for 1899	87
Do. Founders' Shares	29,953 B	40	40	2.8 at 1/12 = \$1.30 for '99	87
Do. Founders' Shares	750 shares	41	41	None	82
MARINE INSURANCE.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	36 p. ct. = \$18 for 1898	\$262 1/2, sellers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	10 p. ct. for 1898, 30-4-10	\$38, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	5 p. ct. final = 10 p. ct.	Ts. 105, sellers
Yantai Ins. Assoc., Ltd.	8,000	\$100	\$100	10 p. ct. for 1897	\$121, sellers
Canton Ins. Office, Ltd.	10,000	\$250	\$250	30 p. ct. for 1898	\$134 1/2, sellers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	50 p. ct. for 1895	\$1.
FIRE INSURANCE.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$6 for 1898	\$79, sellers
SHIPPING.					
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 31-12-99	\$204, ex div., buyers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	\$1.20 for half year ended 31-12-99	\$70
China & Manila S. S. Co., Ltd.	14,000	\$50	\$50	20 p. ct. for 1899	\$63, old sellers
Do. ordinary	14,000	\$50	\$50	20 p. ct. for 1899	\$14, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ending 30-6-99	\$391, sales
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	10 p. ct. for 1898	\$11, buyers
Do. ordinary	20,000	\$10	\$10	10 p. ct. for 1898	\$11, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. ct. for year ending 30-6-99	\$18, sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	Int. of 5 p. cent. on account of 1898	\$200, sellers
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Final of \$5 = \$7 for '99	\$115
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$9 for 1897	\$36
MINING.					
Panama Mining Co., Ltd.	60,000	\$8	\$8	None	\$41
Do. Preference	30,000	\$1	\$1	None	\$1.
Sociedad Espanola de Carbones de Tancin	16,000	\$2.50	\$2.50	None	\$270, sellers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	15 cts, sellers
Jelutong Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year ended 31-7-99 (coupon 9)	\$81, sellers
Ramb Australian Gold Mining Co., Limited	200,000	\$1	\$1	1 shilling 5 cts. 10th div. on 7-7-99	\$54, sal. re
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$3.
Great Eastern United Col. Gold Mining Co., Ltd.	140,000	\$4	\$4	First year	\$24, sales
Do. Preference	70,000	\$1	\$1	First year	40 cents
DOCS, WHARVES, &c.					
Hongkong and Wharves Dock Co., Limited	12,500	\$125	\$125	\$1.20 for half year ended 31-12-99	\$12 p. ct. pr. = \$75
Hongkong and Wharves Dock Co., Limited	20,000	\$50	\$50	10 p. ct. for 1899	\$84, buyers, old
Wharf and Dock Co., Ltd.	2,600	\$100	\$100	Int. of 5 p. ct. on account 1898 = 22 p. ct. for 1899	\$57, buyers
New Amoy Dock Co., Ltd.	0,000	\$0	\$0	22 p. ct. for 1899	\$21, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1898	\$135, ex div., buyers
Rowland Land & B. Co.	0,000	\$50	\$50	\$14 for 1899	\$25 1/2, sellers
West Point Building Co., Ltd.	12,500	\$50	\$50	Int. \$1.50 on acct. 1898	\$40, ex div., buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31-12-99	\$120, sellers
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 p. ct. for 1899	\$10, sales
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Ts. 100	Ts. 100	31 p. ct. for period ending 31-10-99	Ts. 50
Internat. Cot. Mfg. Co., Ltd.	10,000	Ts. 100	Ts. 100	31 p. ct. on account '98	Ts. 50
Laon-lung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Ts. 100	Ts. 100	48 p. ct. on account '98	Ts. 375
Soy Cheong Cotton Spinning Co., Ltd.	2,000	Ts. 100	Ts. 100	48 p. ct. for period ending 31-12-99	Ts. 40
Yahong Cotton Spinning Co., Ltd.	7,500	Ts. 100	Ts. 100	None	\$25, sales
Wong & Dye Co., Ltd.	12,000	\$100	\$100	None	\$25, sales
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	30,000	\$10	\$10	10 p. ct. for 1900	\$204, sellers
China Cement Co., Ltd.	7,500	\$20	\$20	Final of 5 p. ct. making 11 p. ct. for '99	\$154, sellers
A. S. Watson & Co., Ltd.	0,000	\$10	\$10	70 cts. per share = 7 cts. per share = 7 cts. per share	\$102, sales
Hongkong Electric Co., Ltd.	7,000	\$10	\$10	0 p. ct. for 1899	\$118
Hongkong and China Gas Company, Limited	10,000	\$20	\$20	\$10 for 1898	\$104, sellers
Hongkong & Sui Mfg. Co.	0,000	\$25	\$25	15 p. ct. for 1899	\$44
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. ct. on acct. 1898	\$103, ex div.
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 30-11-99	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$71	\$71	6 p. ct. for 1898	\$82
Carmichael & Co., Ltd.	2,000	\$25	\$25	\$1 for 1899	\$9
H. & China Bakery Co., Ltd.	0,000	\$20	\$20	15 p. ct. for 1899	\$30, buyers
Camphell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. ct. for 1898	\$15, sellers
Bull's Head & Co., Ltd.	10,000	\$1	\$1	75 cts. per share for 1899	\$91, ex div., sellers
United Asiatic Oriental Agency, Limited	100,000	\$10	\$10	\$29 = 31-5-99	\$24, ex div.
Tobacco Planting Co., Ltd.	10,000	\$5	\$5	None	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	80 cts. for period ending 31-12-99	\$90, sellers
Watkins, Limited	10,000	\$10	\$10	8 p. ct. for 1899	\$10
Universal Trading Co.	50,000	\$10	\$10	None	\$15, buyers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 9th AUGUST, P.M.

STATION.	Hour.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
Vladivostok	2 p.	29.78	70	—	W 2	—
Tokyo	"	29.78	—	—	—	—
Kobe	"	29.70	—	—	—	—
Nagasaki	"	29.70	—	—	—	—
Kagoshima	"	29.70	—	—	—	—
Tanaka	1 p.	29.70	—	—	—	—
Taipei	"	29.74	—	—	—	—
Tainan	"	29.84	—	—	—	—
Kashan	"	29.88	—	—	—	—
Pescadore	"	29.88	—	—	—	—
Guam	3 p.	29.77	78	78	W 4	—
Shanghai	"	29.78	80	80	W 4	—
Swatow	"	29.78	80	80	W 4	—
Canton	"	29.73	87	87	W 4	—
Hongkong	4 p.	29.78	87	87	W 4	—
Victoria Peak	"	29.70	—	—	—	—
Gap Rock	"	29.70	—	—	—	—
Manila	"	29.70	—	—	—	—
Hainan	1 p.	29.70	—	—	—	—
Batavia	4 p.	29.70	—	—	—	—
Bacool	3 p.	29.70	—	—	—	—
Hilo	"	29.73	87	—	—	—
Cebu	"	29.75	87	—	—	—
C. S. James	"	—	—	—	—	—

On the 9th at 11.55 a.m. The barometer has risen in Japan, and a little changed elsewhere. Pressure is higher in the Pacific to the N. of Japan, and lower over S. China. Forecast slight rise for S. and N. winds on the China coast. Forecast 2-3 light N.W. winds; fine.

HONGKONG TIDE TABLE.

10th to the 16th August, 1900.

Day.	High Water.	Low Water.
Fri. 10	10.40	10.40
Sat. 11	10.40	10.40
Sun. 12	10.40	10.40
Mon. 13	10.40	10.40
Tue. 14	10.40	10.40
Wed. 15	10.40	10.40
Thurs. 16	10.40	10.40

TO LET.

ONE LARGE ROOM (THIRD FLOOR) QUEEN'S BUILDINGS.
13, PRAYA CENTRAL, Rooms on 2nd Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th June 1900.

HOP TO LET—46A, QUEEN'S ROAD.
Central at present occupied by ACCTY. LINE Gas Co.
Apply—
G. FALCONER & CO.
Hongkong, 7th August, 1900.

TO LET.
WITH IMMEDIATE POSSESSION.
A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.
Apply to—
S. J. DAVID & CO.
Hongkong, 10th July, 1900.

TO LET.
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